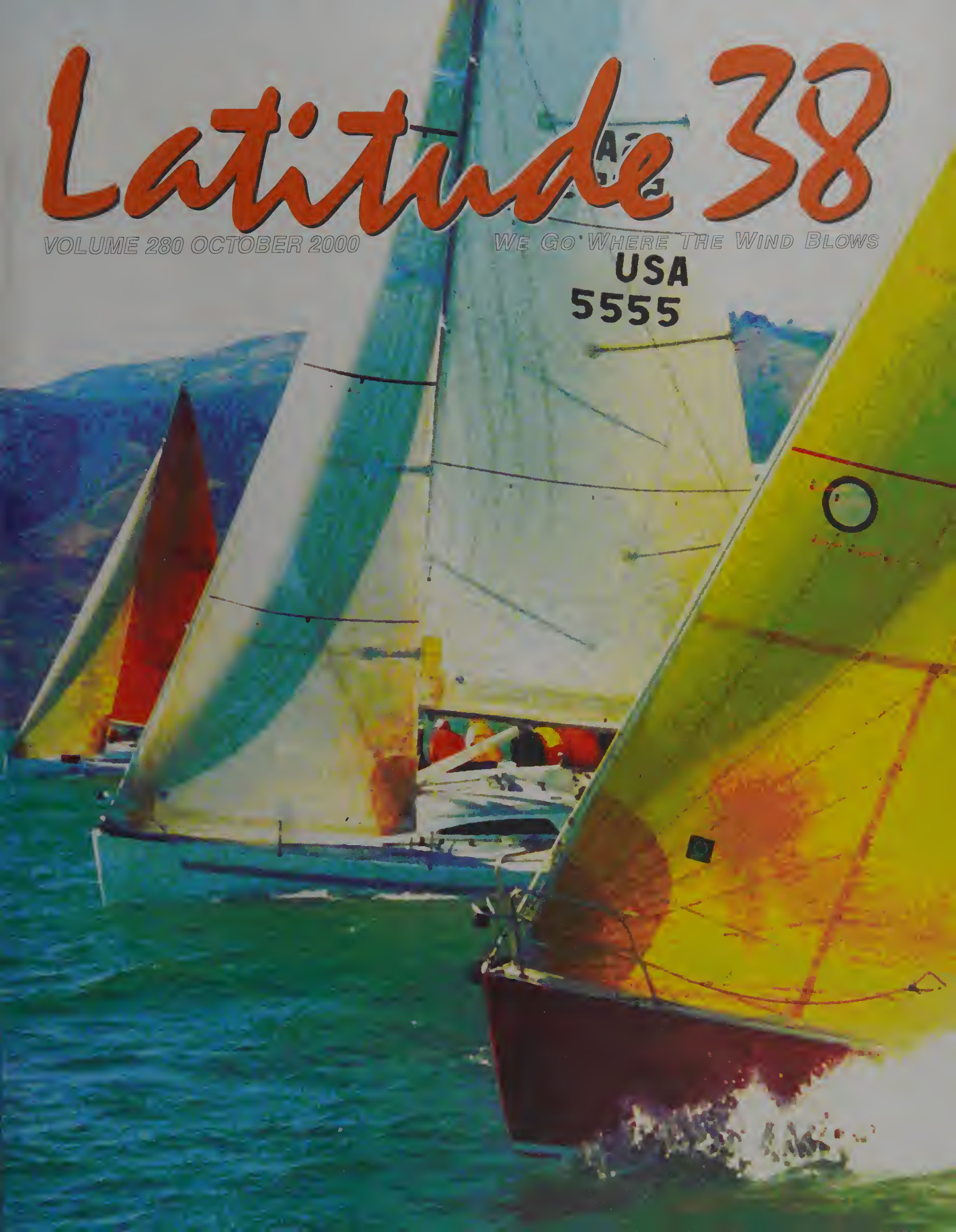


# Latitude 38

VOLUME 280 OCTOBER 2000

WE GO WHERE THE WIND BLOWS

USA  
5555





# *Has your Fuel Dock Operator...*



Graphics & copy by Bien Vennuto Studios

## *Gone to the Nether-regions?*

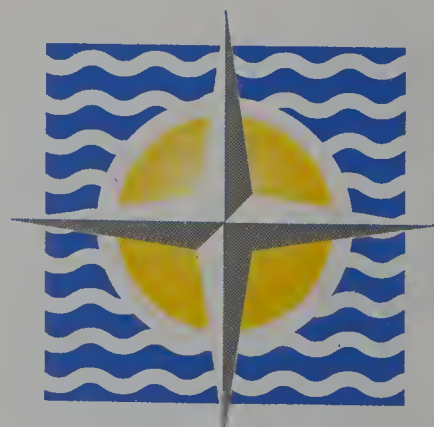
**FUEL:** We've got plenty (that's how we lit the fire) and we'd like to sell you some. We even have live friendly attendants to help you pump it (at least they say they're alive).

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Craig Beckwith Yacht Sales .....	99
Cruising Cats USA .....	6
Mariner Boat Yard .....	53
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**GRAND MARINA**

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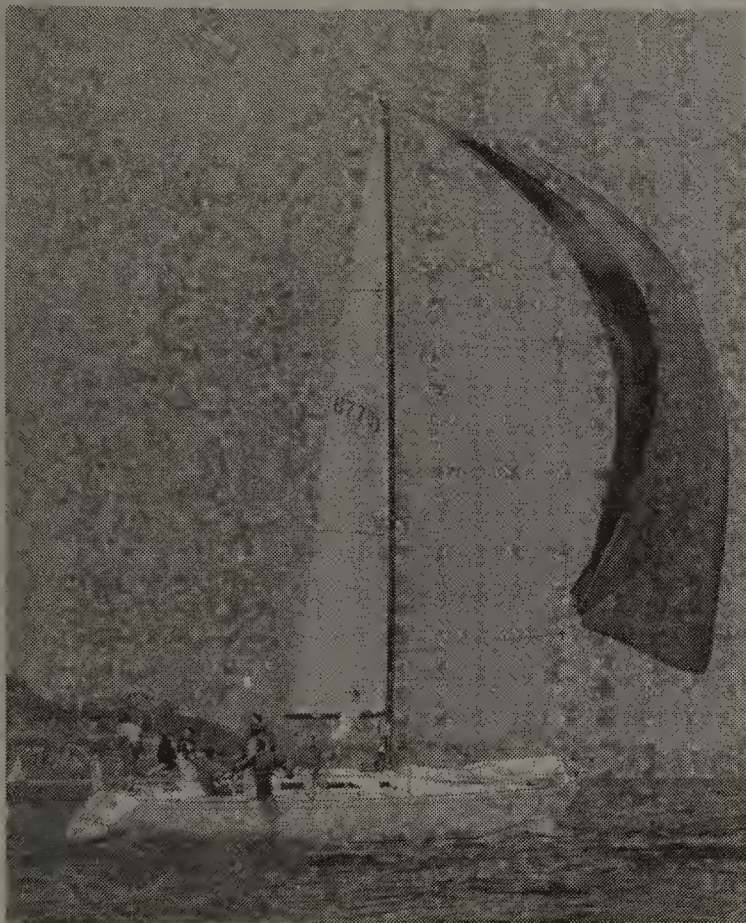
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# Winning with Élan

PHOTO: KELLY O'NEILL PHOTOGRAPHY



*Élan\**

There are lots of ways to win a sailboat race. But Bill Riess and his crew prefer to win with *Élan* - style, flair, verve.

*Élan* is Bill's Express 37, and she was first to finish and first on corrected time in Division C of this year's Pacific Cup.

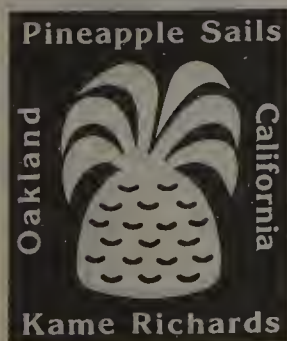
On the Bay, Bill's Express is powered by a new Pineapple main, Kevlar genoa and Airx class spinnaker. A Kevlar #3 will be ready in time for Big Boat Series. But with the PacCup in focus, the class spinnaker with its knack for reaching high was complemented by a powerful running spinnaker: a special sail for a specialized purpose.

*Élan*'s navigator, Paul Kamen, won Pacific Cup's Navigator's Trophy. His decision to dive south early gave them a jump on the fleet. But he's the first to point out that they never could have held on to their early lead without the speed of the downwind runner.

Every sail from Pineapple Sails is a special sail with a specialized purpose: custom designed and skillfully constructed with you and your boat in mind. You too can sail with *élan*.

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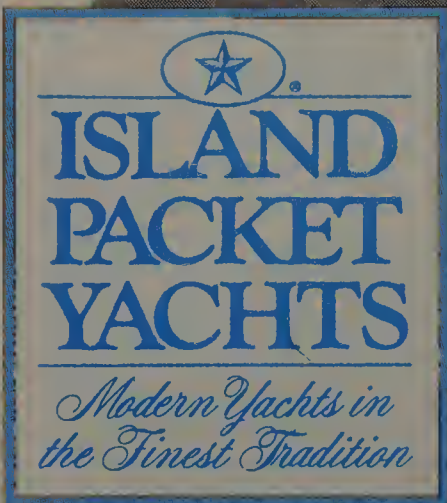
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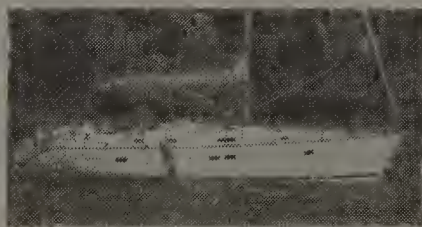
1884 - 2001

It's often said that the journey, not the destination, is paramount. However, when you reach the dock or a secluded anchorage in something as breathtakingly beautiful as a Beneteau 411, 473 or 50, your arrival will not go unnoticed. If you have sailed in a Beneteau First 40.7 or 47.7 you will undoubtedly be the first to arrive.

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Beneteau 411



Beneteau 473

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# Rod Gibbons' Cruising Cats USA



Luxury Sailing At Its "Level Best"



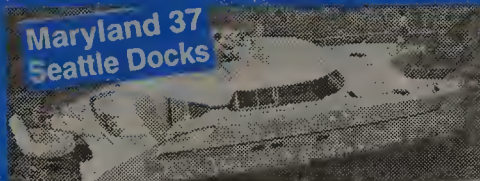
America's Only  
Nationwide  
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*Lagoon • Gemini  
Fountaine-Pajot • Pacific 39  
Kiwi Express 44*

**Uh-Oh!** Summer sales of luxury catamarans throughout the U.S. have been so heavy that production slots for some of our sail and power cats are now nearly two years away! But in late spring CC/USA stepped up to the plate for you and made some production reservations of our own.

"Now, Mr. Phelps, your mission, if you choose to take it..." (that's you, kind reader) is simply this. Call our toll-free number and we'll show you how a small and fully refundable reservation deposit can slip you into the line... *waaaayyy* ahead of those otherwise distant production slots. For example...

## October Special Deals

### Maryland 37 Seattle Docks



The Maryland 37's West Coast debut was at Seattle's Boats Afloat show in Sept. Twin-hull stability, so none of the 'rock 'n' roll' of single

hull trawlers. 17' beam means *waaaayyy* bigger salon and side decks than ANY monohull trawler. 1,400 mile range. 15 knots cruise/20 knots max. BIG galley.

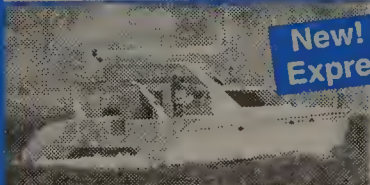
**BETTER YET:** We'll pay YOU \$1,000 for each month you choose to dock her at our SF Bay or Seattle facility. No one will be chartering her. No strangers using it. Simply agree to dock it with us... and we pay you \$1,000 EVERY month!

**BETTER YET:** Because of the weakening French franc, the price of this boat has fallen more than \$20,000 since last month's ad. It's now only \$290,000 (CA or WA) including twin 140hp diesels, plus flybridge AND interior steering stations.

# !?!

Have you gotten your info packet yet for the all-new, U.S.-built Pacific 39 catamaran? She is, bar none, the MOST luxuriously designed cruising cat of her size. Twin diesels. Larger galley than any cat under 44'. All-weather helm, rigid bimini & windshield. HUGE owner's suite. Picture-window size portlights throughout. This cat offers TODAY what other cat manufacturers *may* offer (?) in 5 years.

### New! Kiwi Express 44



Amazingly fast – immensely strong. **16 knots under sail OR power.** New Zealand world cruiser (44' x 21' x 3'10"). Huge 3-sided galley w/floor-to-ceiling fridge & freezer. Twin 125 HP diesels (or save \$15K w/twin 75 HP diesels). Full, stand-up engine rooms w/entrance doors in each hull. Second, inside helm available or, instead, add 2 lounge chairs. All-weather cockpit helm with safety glass windshield. Also standard: washer/dryer, sails, electronics, CD-stereo. From \$399K US West Coast. Exclusively from CC/USA.

The number of Lagoon 410s available for 2001? Answer: ZERO!...

But WE still have one 2001 model available... and for January, 2001.

The number of Lagoon 380s available in 2001? Answer: ZERO!...

But we pre-reserved a slot for June and one for August of 2001!

The number of Fountaine-Pajot Belize 43s available *before* the fall of 2001?

Answer: ZERO!... But we have a July slot pre-reserved for you.

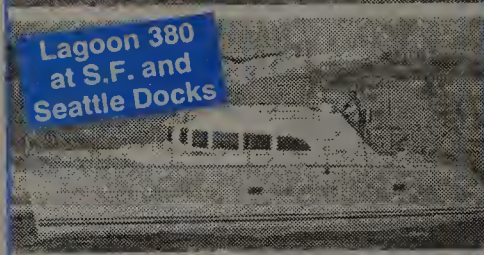
The number of Lagoon 43 Power Cats still left for Pacific Coast buyers until 2002? (Yes, '02!!)

Answer: Only two – and WE have already reserved them. One for April and one for July.

### Lagoon 410



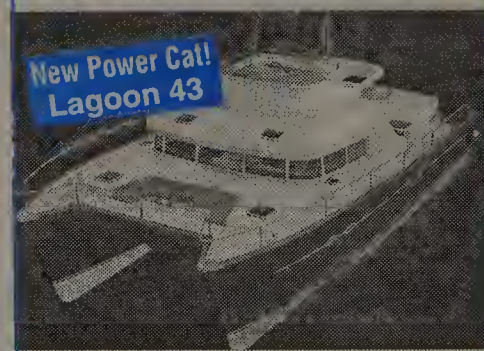
### Lagoon 380 at S.F. and Seattle Docks



### New Belize 43



### New Power Cat! Lagoon 43



See our new Web site listings at [www.cruisingcatsusa.com](http://www.cruisingcatsusa.com)

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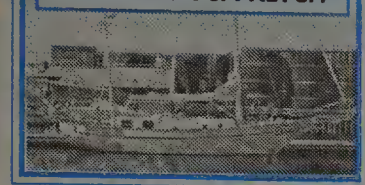


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Cutter rigged, built to take you anywhere.  
\$35,000.

### 41' FORMOSA KETCH



Aluminum spars, new dsl., LPU point.  
\$69,000.

### HUGE PRICE REDUCTION!



38' Reinke S-10 '95 Aluminum  
world cruiser. She has sailed from Europe to  
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This center cockpit, 3 stateroom performance cruiser is in top  
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She is located at our sales dock.  
Asking \$239,500.

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Go anywhere in comfort and safety. Just finished three-year  
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### 54' SOVEREIGN



Lots of recent upgrades, this one is  
ready to go. Asking \$275,000.

## Simpson Bay • St. Maarten

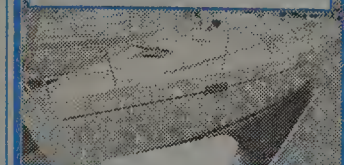
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### 39' BENETEAU



39' Beneteau Oceanis 390, '93.  
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### 53' BENETEAU 53f5



This 1995 model is in top condition and  
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**AT OUR DOCKS!** The Sabre 452 offers: 2 luxurious state-rooms - owner's with head and stall shower; a large, open and airy salon with Ultraleather seating, convertible dinette and opposing settee; a fully-equipped galley with ample storage and countertop space; a Nav station with plenty of



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**Also Available:**  
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**Arriving in**  
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*Big Boat Series* action.

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*Latitude 38* welcomes editorial contributions in the form of stories, anecdotes, photographs - anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to *Latitude 38* editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address.



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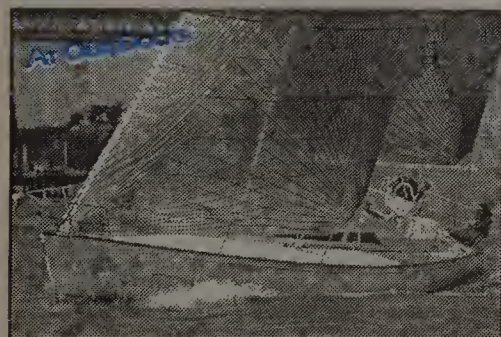
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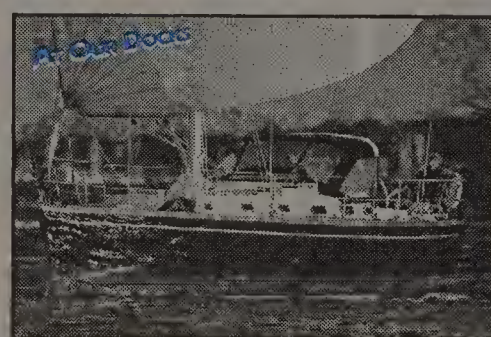
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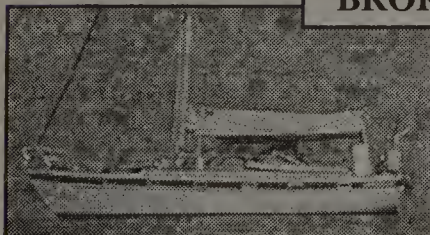
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CATALINA 310



CATALINA 42



CATALINA 320

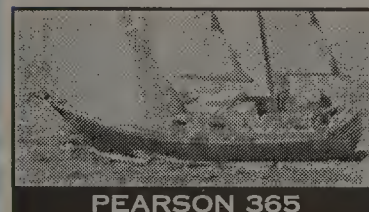
### ARRIVING SOON:

CATALINA 310 • 42 MKII Queen Island

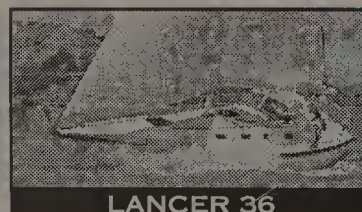
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Exclusive Central Coast Dealer

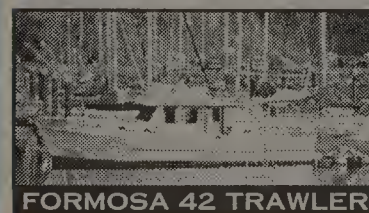
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PEARSON 365



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# Your Dreams Are Our Business



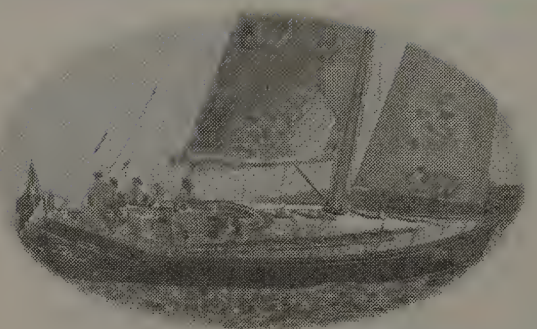
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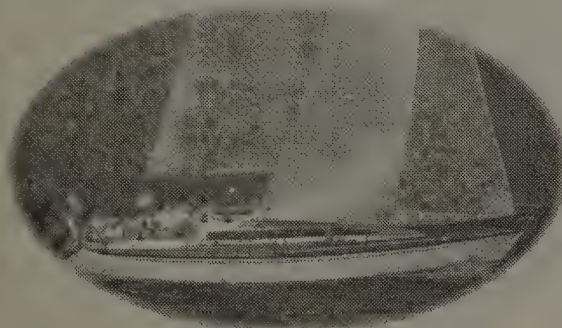
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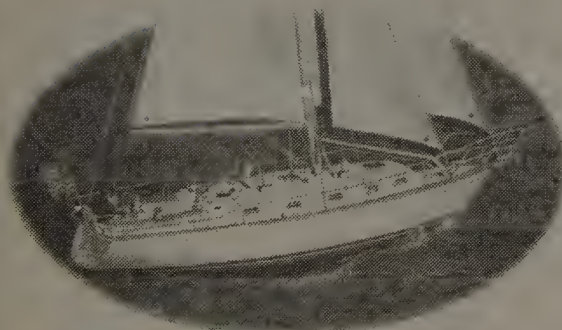
**X-Yachts 612**



**X-Yachts 382**



**Beneteau 50**



**Island Packet 380**



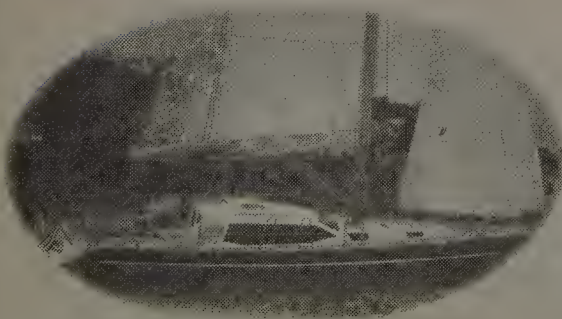
**Beneteau 44CC**



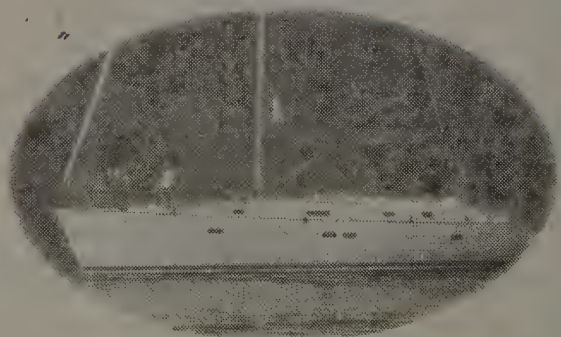
**First 40.7**



**Wauquiez 43PS**



**Dehler 41DS**



**Beneteau 411**



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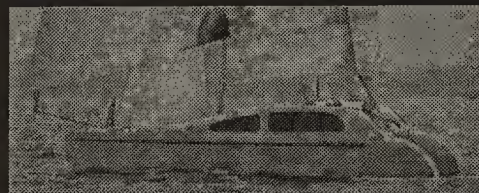
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50' Morgan. \$199,000.

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40' Swift ..... \$98,500  
38' Morgan 382 ..... in Florida \$54,900  
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34' Cal, new rig ..... Now \$28,800  
32' PDQ, '95 ..... \$138,000  
31' Cal, diesel ..... Now \$34,900  
31' Corsair F-31R ..... \$88,000  
31' Ostac 31 ..... \$87,500  
28' F-28 CC, new ..... \$84,500  
27' F-27, '94, #398 ..... \$54,000  
27' F-27, '91, #206, loads of gear. \$48,000  
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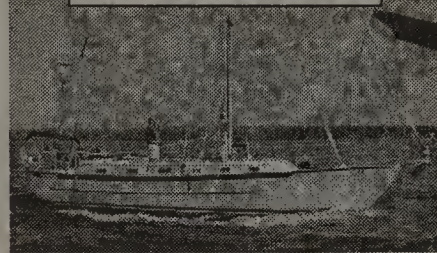
2001 PACIFIC SEACRAFT 34



2001 PACIFIC SEACRAFT 37



2001 PACIFIC SEACRAFT 40

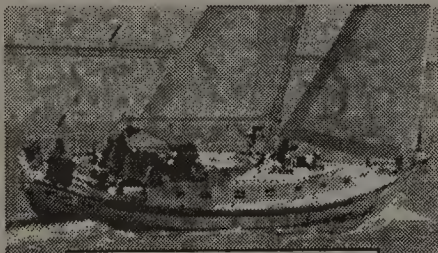


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2001 PACIFIC SEACRAFT 44

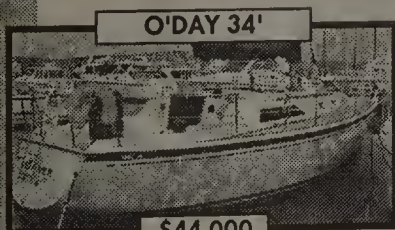


2001 PACIFIC SEACRAFT 38T TRAWLER

## October Special: Free Radar

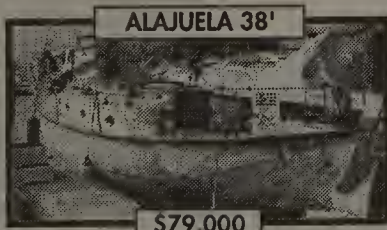
with your new Pacific Seacraft (deposit must be received during the month of October, 2000, on any model 2001 Pacific Seacraft.)

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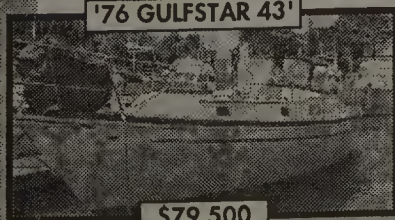
ALLIED PRINCESS 36'

\$43,900



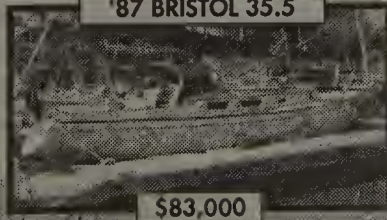
'91 PACIFIC SEACRAFT 37

\$164,500



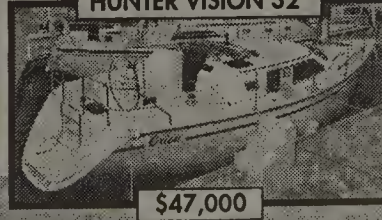
'76 GULFSTAR 43'

\$79,500



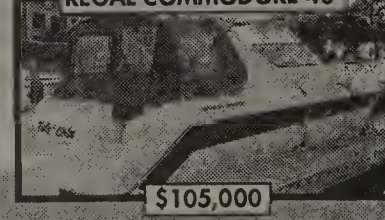
'87 BRISTOL 35.5

\$83,000



HUNTER VISION 32'

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REGAL COMMODORE 40'

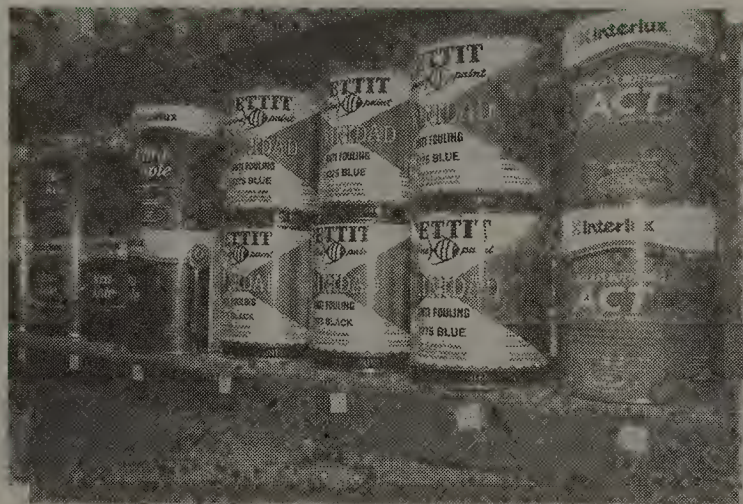
\$105,000

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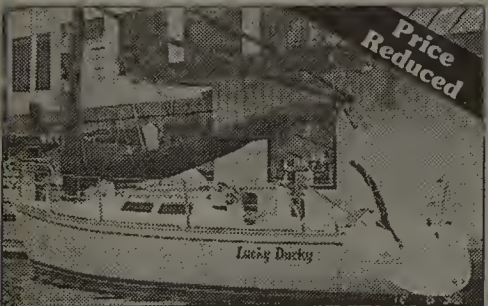
**Beneteau 510 \$259,000**



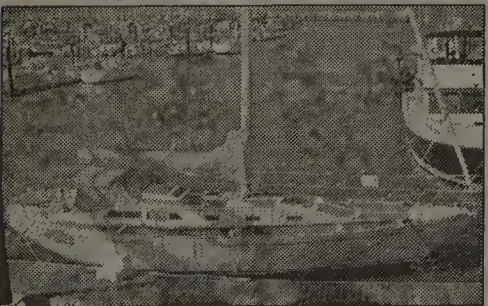
**Cruising Catamaran 50 \$450,000**



**Pearson 365 \$57,500**



**Wyliecat 30 \$87,500**



**Espirit 37 \$95,000**

# Cityyachts

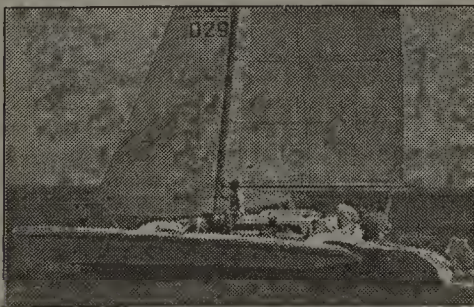
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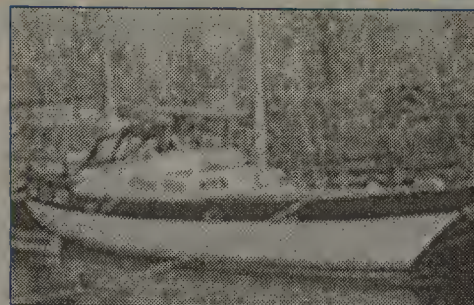
**2000 Creola 40 Pilothouse**



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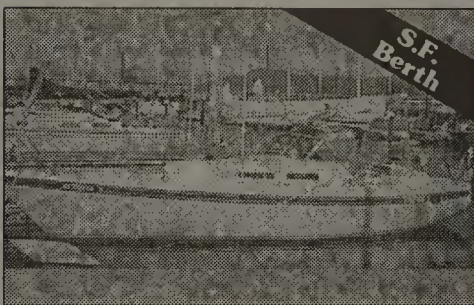
**Corsair F31 \$99,000**



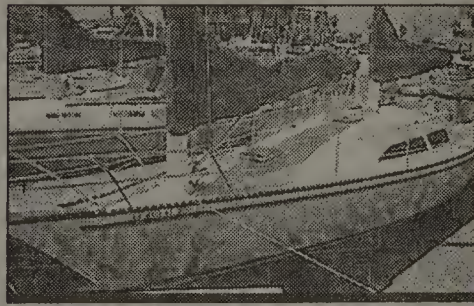
**Victory 48 \$285,000**



**Irwin 38 MK II \$83,500**



**Targa 9.6 \$38,000**



**Sparhawk 36 \$69,000**



**Gilbert & Co. MS \$99,000**

The Staff of City Yachts:  
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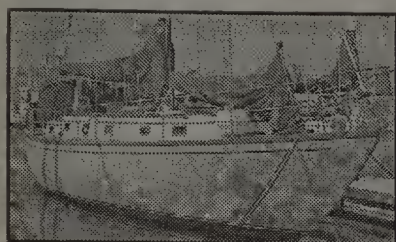
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1984 Dufour 4800 35'	New Listing 52,500
1977 Peterson 33 <i>Galia</i>	Reduced 29,500
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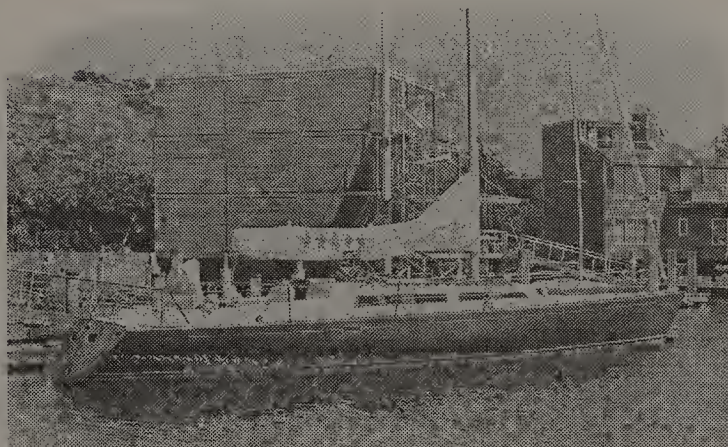


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The interior is very clean and looks as good as new! Complete galley, nav station, owner's stateroom, clean, dry cushions make this boat ready to step aboard and go! There are plenty of 'project' boats on the market, but it's rare to find a boat of this caliber. All you'll need to do is stock the fridge!

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## CALENDAR

### Nonrace

**Sept. 30-Oct. 1** — Third Annual All-Catalina Rendezvous at Angel Island. All sizes of Catalina sailboats welcome! Bill Eddy, (925) 820-7370.

**Oct. 3** — *Latitude 38* Mexico Crew/Baja Ha-Ha Party at Encinal YC, 6-9 p.m. See *Crew List* article for details, or call us at 383-8200.

**Oct. 6-8** — Fleet Week, featuring the Blue Angels and assorted other patriot games. Navy Public Affairs, (510) 263-1803.

**Oct. 7** — Bay Area Cruisers Pot Luck, starting at noon at the Elks Club in Vallejo. "Talk about old times and new." RSVP Ginny Potter, (707) 278-0519.

**Oct. 7** — Local Tall Ships Parade, starting at 11 a.m. under the Golden Gate Bridge. *Ka'iulani*, *Hawaiian Chieftain*, and others will sail down the Cityfront prior to the Blue Angels airshow. Sail San Francisco, 447-9822.

**Oct. 7** — 'Swim Party' at the Mariner Square Athletic Club in Alameda, hosted by Sal's Inflatables. Bring a suit and practice getting into Switlik and Givens liferafts and immersion suits. Suggested donation, \$5. RSVP, (510) 521-2727.

**Oct. 7-8** — Master Mariner's Drake's Bay Cruise and Oyster BBQ. Gene Buck, 435-0936.

**Oct. 7-8** — Island YC's Eighth Annual Northern California Women's Seminar: "Where women go to learn the art of sailing. . . from other women." For applications and information, call (510) 521-2980.

**Oct. 7-8** — Ericson 27 Fleet Cruise to Coyote Point YC. Sam, (650) 571-8024.

**Oct. 9** — Hail Columbus!

**Oct. 12** — First of three "Preparation Seminars" at Del Rey YC (Marina del Rey) for their February race to Puerto Vallarta. Other seminars are on 11/19 and 12/14; all are free and at 7:30 p.m. DRYC, (310) 823-4664.

**Oct. 13** — Full moon, Friday the 13th. Do something wicked!

**Oct. 14** — "Navigating With Tide Tables and Current Charts," a free presentation by Gale Stockdale at Stockdale Marine Theatre (Sacramento), 10:15 a.m. Info, (916) 332-0775.

**Oct. 14** — Meeting of C.S. Forester fans in Berkeley. See last month's *Loose Lips* for details, or call John Forester, (619) 644-5481.

**Oct. 17** — San Francisco Bay Oceanic Crew Group monthly meeting, featuring former *Latitude* staffer Kay Rudiger speaking on "He Says, She Says — Women and Sailing." Fort Mason Center, Room C-210, 7:00 p.m., free. Info, 456-0221.

**Oct. 18** — 'An Evening With The Masters' at StFYC, 7:15 p.m. See *Sightings* for details. Info, 563-6363.

**Oct. 21** — Morgan 382-3-4 owners are invited to McNears Beach for 'arm curls', sea stories and Morgan musings. Don't miss it — next one isn't until 2010. John, (510) 719-0227.

**Oct. 25, 1980** — It Was Twenty Years Ago Today, from Carol Jesmore's Boat of the Month article titled *Pearson Ariel*:

On October 25, the Ariel class celebrates 15 years of active racing and cruising on the Bay during ceremonies at the San Francisco YC. Although Pearson Yachts stopped producing the boat in 1966, this year the Ariel class of 38 has a record number of dues-paying members (28); a record number of participants at the annual spring seminar (17) and champagne cruise (45); and more YRA qualifiers than in 1979. It is unusual for a class this old to continue to grow, but several factors have made it possible.

The Bay offers ideal conditions for the boat's sturdy construction. A steady influx of Ariels arrive from light-winded Southern California. One of the first fiberglass boats mass-produced, the 440 Ariels were constructed by liberally hand-laying fiberglass, because at that time its strength was uncertain. Consequently, owners can expect to drill though two inches of



# Yacht to the City

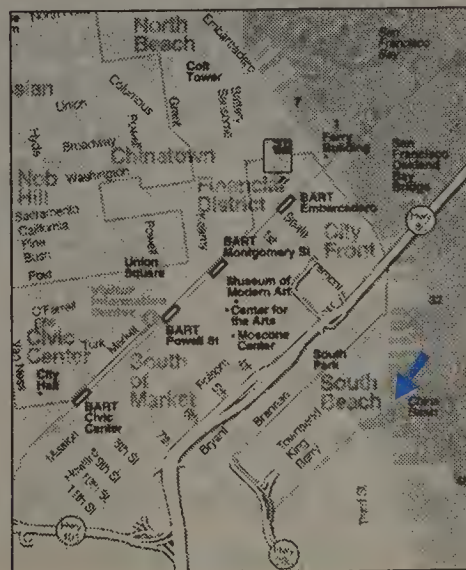
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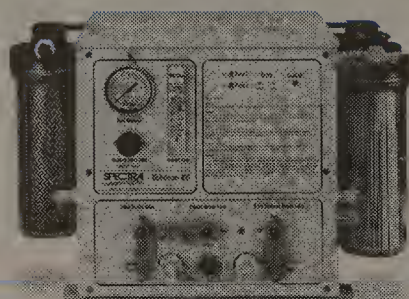
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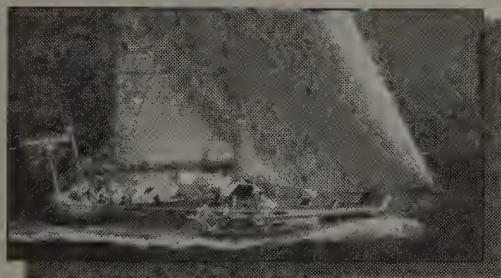
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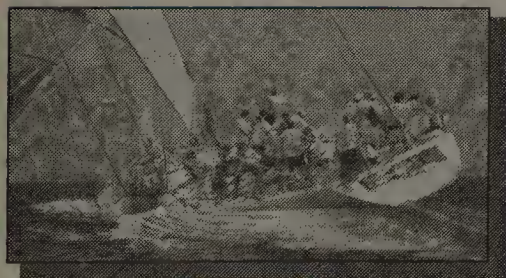
*Racy John*  
Swan 57RS, 1997



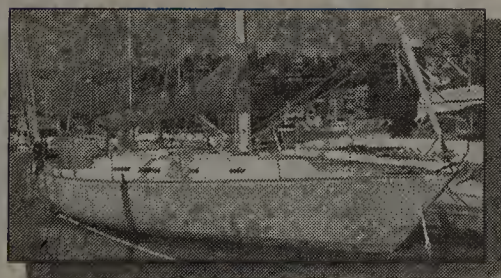
*ExtravaganZZa*  
Swan 59, 1988



*Celerity*  
Swan 57CC, 1996



*Emeraude*  
Maxi 80, 1989



*Jubilation*  
J/40, 1992



*Impossible Dream*  
Swan 651, 1985/1988



*Hoya*  
Swan 42, 1981



*Elana*  
Nordic 37, 1978



*Cipango*  
Andrews 56, 1992

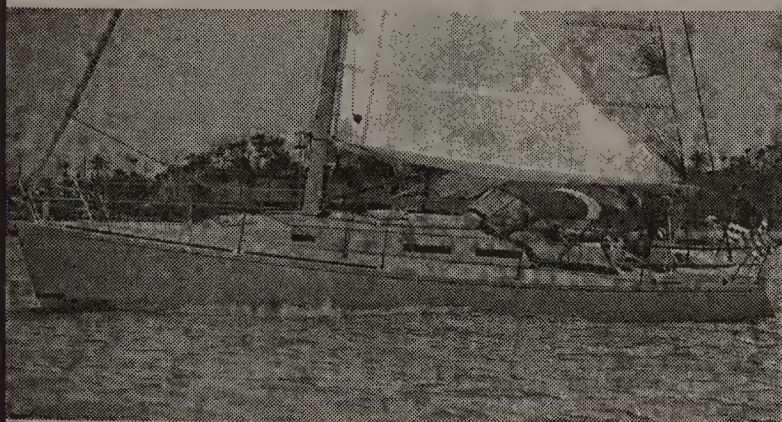
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# J/120 Owner Profile

**OWNERS:**  
**John and Shawn Sylvia**



John Sylvia grew up sailing on the shores of Rhode Island and now, with a family of his own, he wanted an opportunity for his children to participate in the experience.

John has sailed a countless variety of boats big and small, offshore and inshore, the New England coast as a kid and the West Coast in later years. He introduced his wife Shawn to sailing with a sail from Tahiti to the States delivering a Mason 63. Now with three children ages two to thirteen, the Sylvias were looking for a way for the family to have some fun together and enjoy the Bay part of the Bay Area.

In addition to offshore cruising and daysailing there were lots of racing miles in John's past sailing experience. When it was finally time to find a boat for the family, cruising amenities were important but not at the expense of great sailing performance. It was important to find a boat that everyone would enjoy, that would be fun to sail, be easy to handle with a family, and, when time permits, offer competitive racing. The J/120 offered the right combination with its easy to handle asymmetrical chute and its comfortable interior.

"Chris Corlett at Sail California was a pleasure to work with, and we're really looking forward to getting on the Bay after delivery in October," said John.

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## CALENDAR

glass when installing thru-hull fittings. Evidence of the boat's integrity is clear. The average Bay owner keeps his Ariel over eight years. The Ariel roster recently included a two-Ariel family; two former owners who returned to buy a second Ariel, and eight first-boat owners. Small wonder, this Carl Alberg design (part of the Commander/Ariel/Triton/Alberg 35 series) is easy to sail, dry in heavy weather, and excellent for a family.

**Oct. 25-29** — International Sail and Power Boat Show at Long Beach. Info, (888) BOAT-INFO.

**Oct. 29** — Daylight Savings Time ends. Fight off your depression by entering some midwinter races.

**Oct. 31** — Seventh Annual Baja Ha-Ha starts at Coronado Roads — Halloween at sea!

**Nov. 4** — Islander 36 Fall Meeting at SFYC, 11 a.m. Tim or Rhonda Shea, (707) 265-8669.

### Racing

**Sept. 29-Oct. 1** — Triton Nationals. CYC, 435-4771.

**Sept. 30** — Paisano Race, an ocean race for El Toros. Monterey Bay YC; Paul Fuge, (831) 375-4488.

**Sept. 30-Oct. 1** — Wells Fargo Fall Cup Regatta at Pier 39, a fast-paced 11:1 Metre series with the top five boats splitting the standard \$10,000 purse. Info, 705-5500.

**Oct. 6-8** — Schock Invitational Regatta, PHRF and one design racing for all boats built by W.D. Schock Corporation. Invited classes are Lido 14s, Santana 20s, Santana 22s, Wave-length 24s, Santana 35s, and Schock 40s. The regatta doubles as the nationals for the last three classes. San Francisco YC, 789-5647.

**Oct. 6-8** — US Sailing Offshore Championship (Lloyd Phoenix Trophy) in Catalina 37s at Long Beach. With all the good sailors in Area G — and with the event so near, why can't we field a representative? Long Beach YC, (562) 598-9401.

**Oct. 7** — 25th Annual Woman Skipper's Cup, sponsored by Berkeley YC. Women drivers, no crew restrictions. Bobbi Tosse, (925) 939-9885.

**Oct. 7** — Wallace Cup, a PHRF get-together for East Bay clubs. Oakland YC, (510) 522-6868.

**Oct. 7** — ODCA Champion of Champions, another DeWitt Dinghy shootout at Richmond YC for the Bay's 17 sanctioned one design classes. YRA, 771-9500.

**Oct. 12-14, 1990** — Ten Years After, from the late Shimon Van Collie's excellent story, *Paul Elvstrom — A Conversation With The Master*.

Who was your childhood hero? Ted Williams? John F. Kennedy? Eleanor Roosevelt? Timothy Leary? Imagine having the chance today, 25 years after you thrilled to their words or deeds, to get a chance to be alone with him or her for an hour. Imagine having the license to ask any question you want; to share with them the role that they may have played in your development as a man or woman; to thank them, perhaps, for carrying the mantle of fame that inspired you to achieve your own goals, your own visions.

I had two such heroes. One was Willie Mays, the greatest center fielder who ever put on a glove. Nearly every American of our generation knew of him (although some were silly enough to think that Mickey Mantle might have been better).

Being a sailor, my second luminary was not a household name. In fact, most Americans wouldn't know him if they were stranded one-on-one with him in a broken elevator all afternoon. He is Paul Elvstrom, sailing's one and only 'Great Dane', who between 1948 and 1960 brought home to Denmark no fewer than four Olympic gold medals in the singlehanded class and more than a dozen world championships in the Finn and other one design classes. Ask anyone who's anyone in sailing to name the world's greatest racing sailor and — with all due re-



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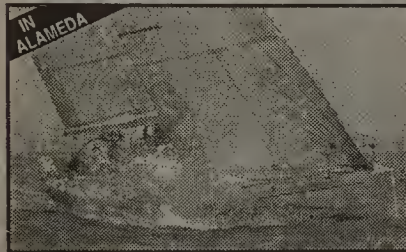
## J/125, Javelin

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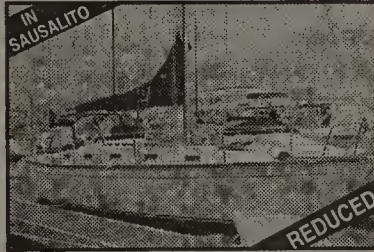
## Wasabi, FARR ILC 46

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## Swiftsure II

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## 38' TARTAN 3800 OC 1999

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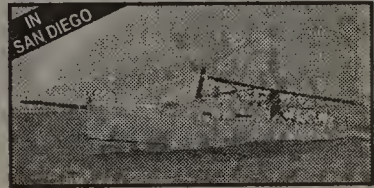
## ISLANDER 36, '74 Mai Pen Rai

A very clean example of this popular one design cruiser/racer. New '94 Volvo Penta 3 cyl. diesel.



## TRIPP 40, '92, Maglc

New listing - call for details!



## 41' J/125, '98, Snoopy

Winner of Key West & Volvo Yachting Cup. Well equipped, w/custom truck trailer. Seriously for sale!



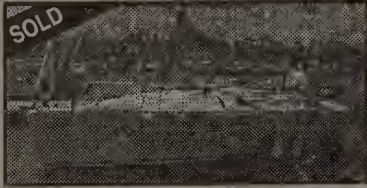
## FRERS 41, '88, Pageant

This performance/cruising boat is very well maintained and sought after. Lots of electronics & sails, very clean.

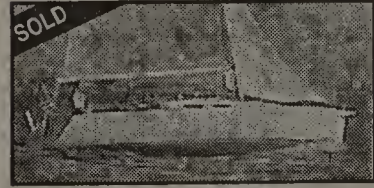


## ROBERTS 55, '80, Concorde

This well-equipped spacious liveboard cruiser is new on the market. Capable of bluewater sailing.



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## J/120, '94, Eileen

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55' Roberts, '80, Concorde*	249,000
54' Schumacher, '96, Swiftsure II	495,000
53' J/160, '97, Bushwacker*	670,000
50' Open 50, '00, Convergence	500,000
50' Santa Cruz, '82, Another Girl	230,000
41' J/125, '98, Snoopy*, '99 Dodge truck/Traik trlr avail	270,000
41' J/125, '99, Javelin	250,000
41' Frers, '88, Pageant*	129,500
40' J/40, '88, Hidden Valley*	Pending 149,000
38' Tartan 3800 OC, '99, Torrent	298,000
36' Beneteau First 36s7, '97, Banana Moon*	SOLD

36' Islander, '74, Mai Pen Rai	36,900
35' J/35, '86, Equanimity	49,500
35' Schock, Rivalry*	SOLD
35' Santana, '80, Swell Dancer	Pending 28,500
35' J/35, '93, Panjandrum*	73,500
34' Omega, '82, Knarr*	SOLD
33' Peterson, '82, Blue Rose	SOLD
32' Carver 325 aft cabin, '96, Costalota*	SOLD
30' Henderson, '98, Dog House*	83,900
30' J/30, '79, Shenanigan*	New Listing 25,000
30' J/30, '93, Air Boss*	New Listing 65,000
28' Catalina, '91, Alydar*	New Listing 29,900

28' Catalina, '91, Spectacular Bid*	New Listing 29,500
28' Catalina, '91, Summer Squall*	New Listing 29,900
26' J/80, '93, Jim*	SOLD
26' J/80, 2000, Just Add Water	SOLD
24' Melges, '94, Yee Ha, w/trailer	23,900
24' J/24, 1979, Psyclone*	New Listing 16,000
22' J/22, '84, Synchronicity*	New Listing 12,000

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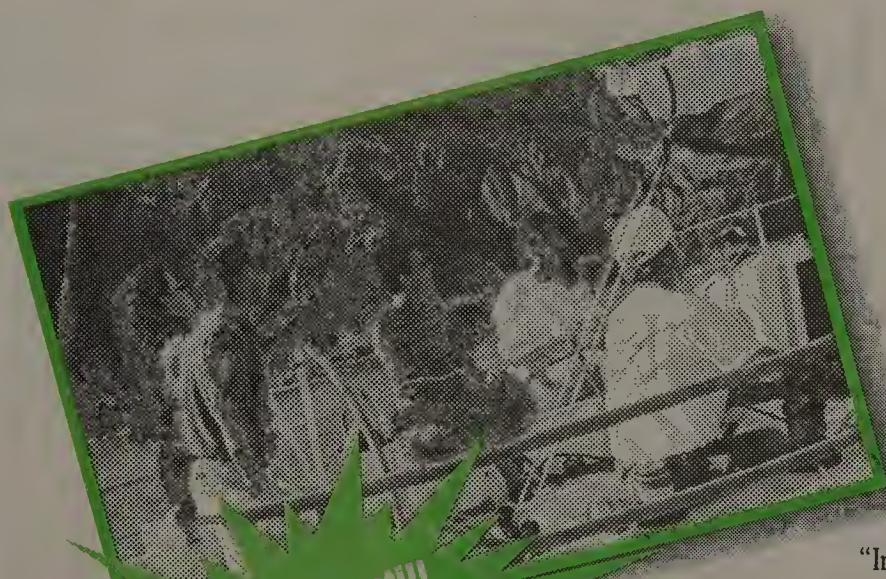
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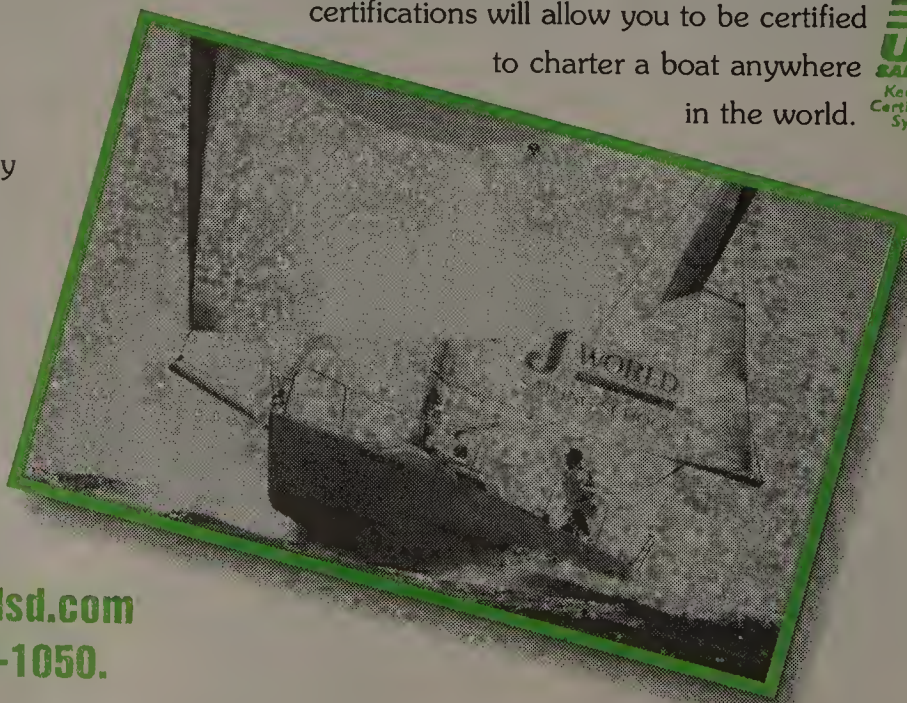
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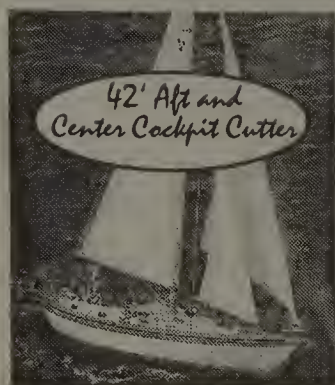
With J World San Diego's five-day live aboard cruising course, you can achieve your bareboat charter certification. Our seven-day live aboard course is for those who already have their bareboat certification. In the seven-day course, you will earn your US Sailing Coastal Passage Making certification. These certifications will allow you to be certified to charter a boat anywhere in the world.



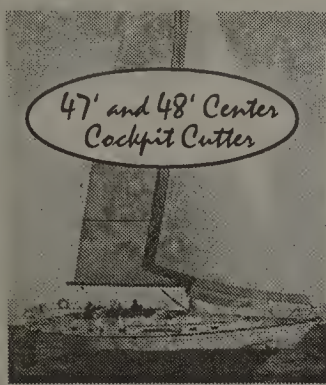


# All Proven Winners!

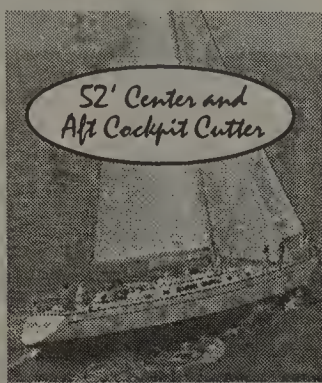
"Ask the Sailor Who Owns One"



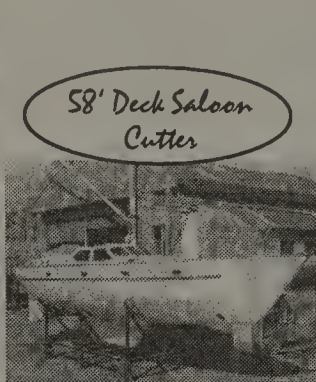
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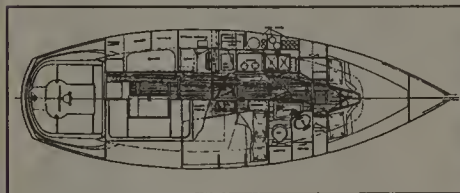
58' Deck Saloon Cutter

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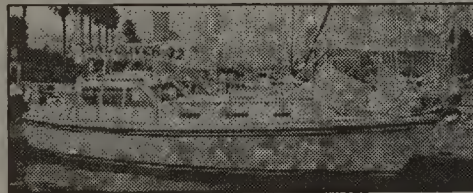
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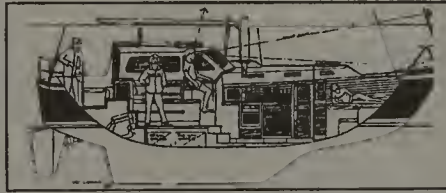


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48' TAYANA CENTER COCKPIT CUTTER, 1999

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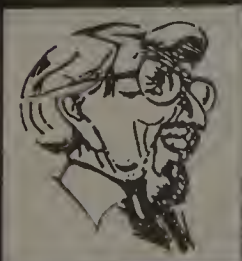


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## CALENDAR

spect to Lowell North, Buddy Melges, Dennis Conner and others — 9 out of 10 will say Paul Elvstrom.

Twenty years ago, it would have been 10 out of 10. Back then, no one else even came close. Elvstrom was the Dalai Lama, head guru, crowned king and lifelong potentate of international sailing competition: He changed one design sailing from a gentleman's sport into an athletic event, pioneering training and boathandling techniques that have endured to the present. He devoted his life to sailing and making boats go faster by use of better sails and equipment. Today, he remains the sailor against which all others are still judged, but which few can hope to match. . .

Elvstrom has visited San Francisco twice. The first time was in 1975, when Don Trask invited him to attend a Laser regatta. In fact the event, still going, is named after Elvstrom. During his stay, he gave a talk at a junior high school auditorium in the Marina. I remember attending that night and going up to shake his hand afterwards, thrilled to have finally seen him in the flesh.

The Great Dane returned this year, again at the request of Trask, who first met Elvstrom at the 1966 Star Worlds in Kiel, Germany. For the past 12 years, Trask has hosted a Masters Regatta for older skippers and crew. He offered Elvstrom a boat and the sailing legend agreed to come.

**Oct. 14** — OYRA/GGYC Jr. Waterhouse Race, the last ocean race of the year. YRA, 771-9500.

**Oct. 14** — SC 27 Match Races. SCYC, (831) 425-0690.

**Oct. 14** — Jessica Cup for bigger Master Mariner boats (minimum of 40 feet on deck). StFYC; Terry Klaus, (510) 523-4230.

**Oct. 14** — Interclub Series, race #7 for single and double-handers. M.L. Higgins, (510) 748-0289.

**Oct. 14-15** — El Toro Stampede, two days of Toro racing out of Richmond YC. Vicki Gilmour, (510) 236-8098.

**Oct. 14-15** — Joe Logan (Mercuries) and Calvin Paige (Stars) regattas. StFYC, 563-6363.

**Oct. 14-15** — Yankee Cup, the 'champion of champions' for the HDA classes. GGYC/YRA, 771-9500.

**Oct. 14-15** — Fall One Design Regatta for Wabbits (Nationals), Melgi, J/24s, Express 27s and J/29s. SFYC, 789-5647.

**Oct. 20-22** — International Masters Regatta. See *Race Notes* for the roster. StFYC, 563-6363.

**Oct. 21** — Fall One Design #3. SCYC, (831) 425-0690.

**Oct. 21** — South Bay YRA race #7, hosted by Sequoia YC. Mike Dixon, (510) 635-5878.

**Oct. 21-22** — SSS Vallejo 1-2 Race, the popular season-ender for the crewless crowd. Pat Broderick, (707) 528-2109.

**Oct. 22** — Fall SCORE/Doublehanded #3. Santa Cruz YC, (831) 425-0690.

**Oct. 28** — Red Rock Regatta, a low-key PHRF race and party hosted by Tiburon YC. Harry Blake, 435-6285.

**Oct. 28-29** — Fall Dinghy/Olympic Regatta. Classes to be determined. StFYC, 563-6363.

**Oct. 28-29** — Great Pumpkin Regatta. The usual madness on the Richmond Riviera for invited one design/level racing classes. In conjunction with the regatta, the RYC Foundation will hold its annual fundraising gear sale Friday night (Oct. 27) and Saturday. RYC, (510) 237-2821.

**Nov. 4** — Champion of Champions. Who's the best in Santa Cruz? SCYC, (831) 425-0690.

**Nov. 4-5** — Perry Cup Series begins for Mercuries. Monterey Peninsula YC, (831) 372-9686.

**Nov. 5** — Hot Rum Series begins in San Diego (continues on 11/19 and 12/3). San Diego YC, (619) 758-6310.

### Midwinter Race Series

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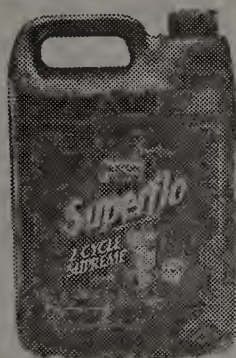
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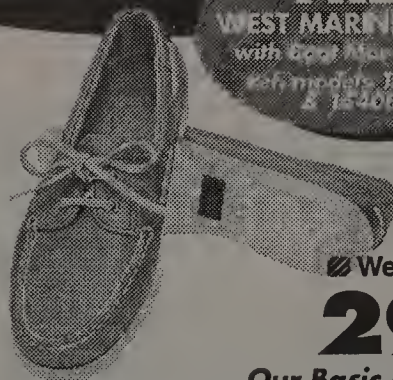
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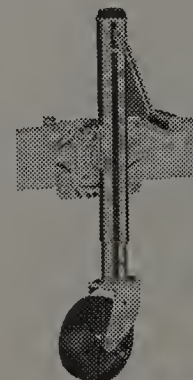
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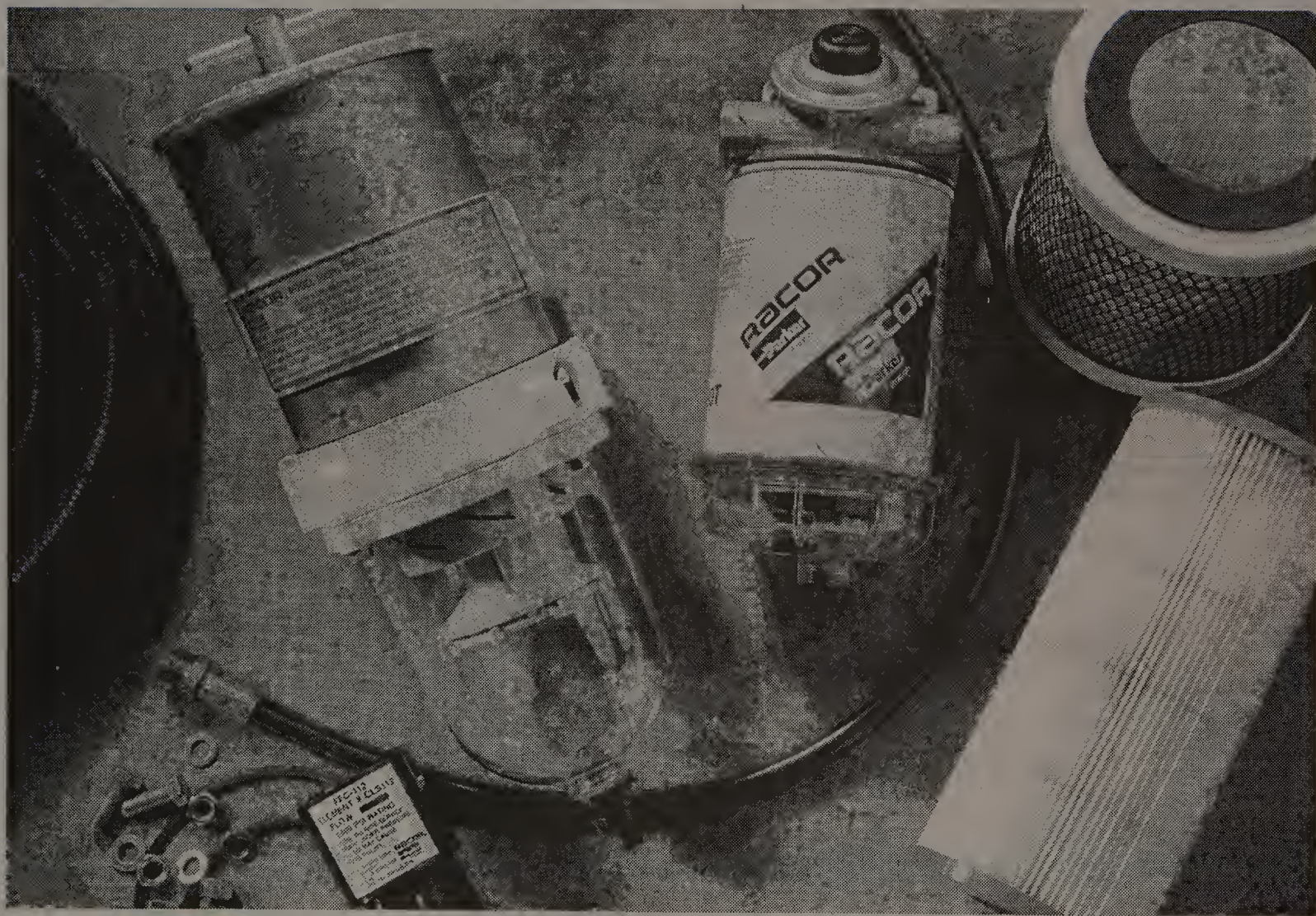
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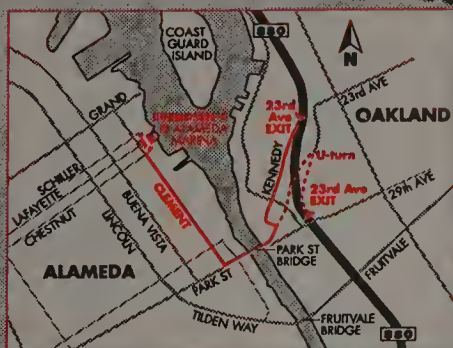
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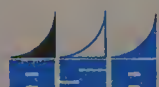
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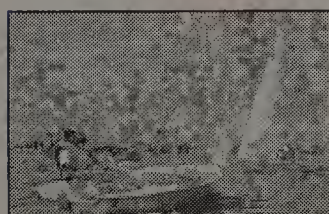
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## CALENDAR

2/11, 3/18. M.L. Higgins, (510) 748-0289.

**BENICIA YC** — Fall Series: 10/28, 11/11, 12/2, 12/16. Jerry Martin, (707) 745-3731.

**BERKELEY YC** — Chowder Races: Every Sunday starting Oct. 8 except during BYC/MYCO midwinters. Paul Kamen, (510) 540-7968.

**BERKELEY/MYCO** — Berkeley Circle: 11/11-12, 12/9-10, 1/13-14, 2/10-11. Bobbi Tosse, (925) 939-9885.

**CORINTHIAN YC** — Midwinters 2001: 1/19-20; 2/16-17. CYC, 435-4771.

**ENCINAL YC** — '3-2-1' Midwinter Series: 11/18, 1/20, 2/17. Mike Rettie, (510) 522-1807.

**GOLDEN GATE YC** — Seaweed Soup Series: 11/3, 12/2, 1/6, 2/3, 3/3. GGYC, 346-BOAT.

**LAKE MERRITT SC** — Robinson Memorial Midwinters: 12/9, 1/14, 2/10, 3/10. Duncan Carter, (925) 945-6223.

**OAKLAND YC** — Brunch Series: 1/7, 1/21, 2/4, 2/18, 3/4. Bob Donovan, (925) 934-7848.

**RICHMOND YC** — Small Boat Midwinters: 12/2, 1/7, 2/4, 3/4. RYC, (510) 237-2821.

**SAN FRANCISCO YC** — Pre-Holiday Regatta on Nov. 18-19 only. SFYC, 789-5647.

**SANTA CRUZ YC** — Midwinters: 11/18, 12/16, rest of schedule TBD. Larry Weaver, (831) 423-8111.

**SAUSALITO YC** — Midwinters: 11/5, 12/3, 1/7, 2/4, 3/4. Andy Eggler, 332-1267.

**SOUTH BAY YRA** — Winter Series: 11/18, 12/16, 1/6, 2/10, 3/10. Bob Carlen, (831) 336-2672.

Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816 or email them to us at [editorial@latitude38.com](mailto:editorial@latitude38.com). But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

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### October Weekend Currents

date/day	slack	max	slack	max
9/30Sat		0042/3.8F	0353	0627/3.5E
	0959 2232	1247/3.2F	1545	1843/4.4E
10/01Sun		0128/3.6F	0445	0711/3.0E
	1042 2321	1327/2.7F	1622	1926/4.2E
10/07Sat	0416	0734/2.6F	1035	1300/1.6E
	1637	1917/1.7F	2154	
10/08Sun		0059/3.2E	0507	0820/2.8F
	1119 2251	1351/2.0E	1725	2010/2.0F
10/14Sat	0249	0525/3.5E	0847	1140/3.2F
	1437	1743/4.6E	2121	
10/15Sun		0019/3.7F	0338	0609/3.3E
	0923 2205	1219/3.0F	1510	1825/4.8E
10/21Sat	0306	0617/3.4F	0939	1158/2.2E
	1533	1812/2.1F	2058	
10/22Sun		0008/4.0E	0408	0719/3.5F
	1031 2210	1305/2.6E	1638	1924/2.5F
10/28Sat	0254	0522/3.1E	0849	1135/3.1F
	1428	1733/4.7E	2126	
10/29Sun		0026/3.8F	0244	0504/2.7E
	0829 2109	1113/2.7F	1403	1713/4.6E



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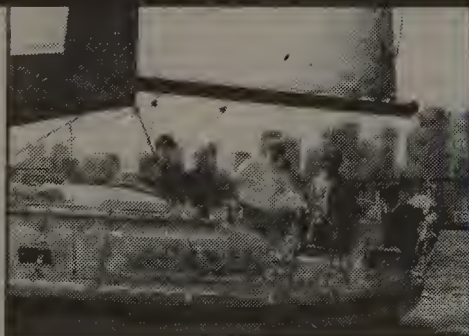
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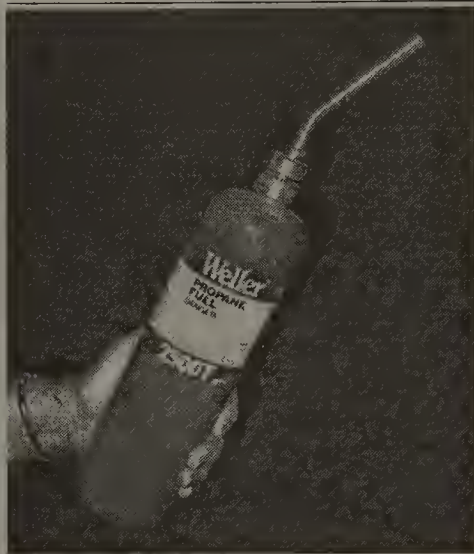
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## LETTERS

### HEAT GUNS AND MOSQUITOES

Greetings from the Rio Dulce in Guatemala! We found a great new use for our heat gun. As you would guess, one of the major problems in the jungle is bugs of every description and size. In



*Then, the propane torch must be for shark bites.*

addition to exceptionally pesky mosquitoes, we have some small spiders that seem to prefer eating plump gringos to any other fare. They hide all over, craftily stalking us until they get within jumping range. In addition to leaving painful bites or stings, there is big time swelling for several days. At least for me. When I remembered that high heat neutralizes the sting of jellyfish, I got out my trusty heat gun and tried it on my latest spider bite. The swelling was visibly reduced in minutes! A couple of follow-up 'heat treatments'

worked miracles until I got an antihistamine.

The trick is to use as much heat as can be tolerated for several minutes until the swelling begins to go down. It's really dramatic to see your foot go from a size 27 back to normal before your very eyes! Obviously, this treatment can strip skin as easily as varnish if you aren't careful. In fact, it might be a good idea to stay away from the medicinal rum until you're through. And perhaps a heat pack would work as well. The heat gun is also effective on mosquito bites — if you can 'cook' them when they're fresh. Another benefit of the heat gun treatment is that since you already have the heat gun handy, it's easier to put down the rum and strip some of that varnish that's been needing a touch-up.

Although the humidity gets oppressive at times, the Rio Dulce is a great place to summer over. The mountains are cool, travel is cheap, and Guatemala's Mayan ruins are really a treat. Over and out for now.

Dennis and Sonja  
Golondrina  
Originally from Seattle

*Dennis & Sonja — We can't quite put our finger on it, but there's something that makes Latitude readers just a little bit different than readers of other sailing magazines.*

### SNEAKER WAVES

I sail a water ballasted Hunter 23.5, and want to know where I can get further information on the infamous bar at Tomales Bay? The last two Octobers, I've done weekend sails out over the bar out into very mild sea conditions. I've heard horror stories about the bar and 'sneaker waves', but they were always from locals who weren't sailors, so I didn't put much stock in them. I just assumed that such waves only come with high winds and rough seas. But with Matt Keller's recent letter and other comments in your mag, it sounds as though I shouldn't be so cavalier about going outside the bar.

Dennis Hoey  
Loomis

*Dennis — You should never be cavalier about any bar — least*

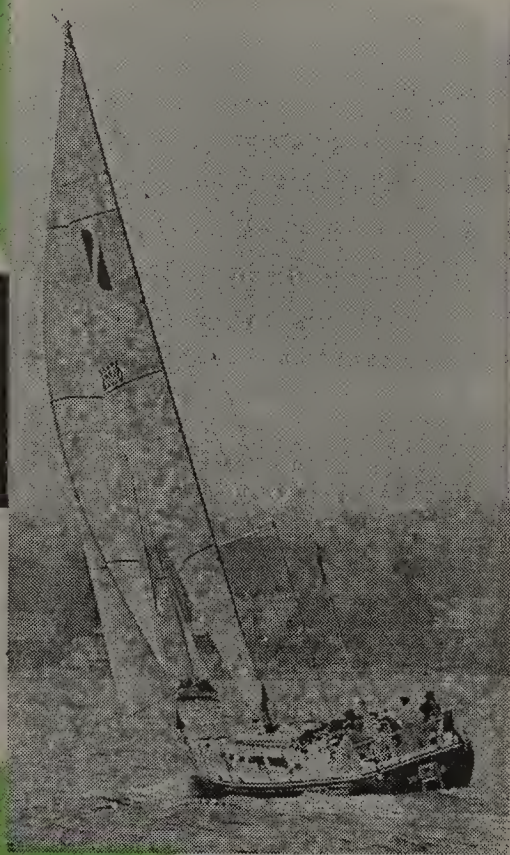


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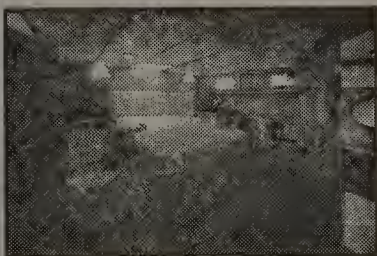
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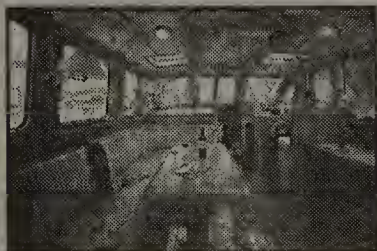


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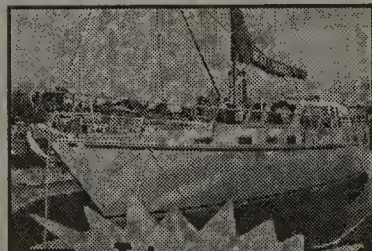
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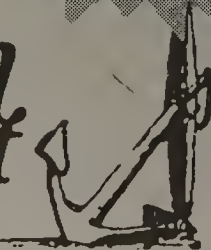


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## LETTERS

of all the one at Tomales Bay, which has a notorious history. The dangers are simple. You can go out at slack water or during a slight flood when it appears to be a pussycat, but if you return when the tide is ebbing and perhaps the wind has picked up, the bar can be breaking all the way across. At this point, it becomes life-threatening for those on small boats who try to make it in. For further information, or if you find yourself trapped outside, contact the Coast Guard at Bodega Bay.

'Sneaker waves' — which are so named because they are large to huge waves that suddenly appear on otherwise calm days — are a somewhat different issue, and we're not sure anyone completely understands them. They mainly seem to strike in the first three months of the year, although we'd be on guard from October 1 to May 1. These waves — which have taken lives from Roca Ben down off Baja, to Morro Bay, to Tomales Bay — obviously pose the greatest threat in shallow water, but oddly seem to sometimes break in deep water, too.

If you go out on the ocean between October 1 and May 1, it's smart to be even more cautious and vigilant than normal. If anyone has any 'sneaker wave' or Tomales Bay stories to share, we'd love to hear them.

### STUGERON

Having left *Ariadne II* in Trinidad for hurricane season, I recently returned to the States. When I did, I noticed several letters in *Latitude* about using Stugeron to combat *mal de mer*. I was tipped off to Stugeron several years ago in Mexico by another cruiser who happened to be a veterinarian. Finding that scopolamine produced dry mouth and was taken off the market for other reasons, I was pleased to find that Stugeron — which was available in 75 mg tablets — worked wonderfully. While the tablets didn't come with any instructions, one 75 mg tablet taken at the start of a sea passage usually provided total relief for me — with no side effects. We used them sparingly after leaving Mexico, as we didn't know how to replenish our stock.

While in England last year, we found that local drugstores sold Stugeron over the counter in non-prescription 15 mg tablets. In fact, they were sold in colorful retail packages with instructions to start with two 15 mg tablets and repeat — as I recall — with one tablet every four hours. There was a daily limit which I don't recall. I've since found that a single dose of two 15 mg tablets at the start of a passage works as well for me as the 75 mg Mexican tablet I had been using. Another cruiser told me that the 75 mg tablet was intended for really serious nausea, such as that associated with chemotherapy.

Unless England is more lax with regard to OTC medicines than I suspect, *Latitude's* advice not to take Stugeron without a doctor's advice may be a bit strong — though certainly on the side of caution. I'm not sure if Stugeron is available in the 'English' islands of the Caribbean.

Roger Bohl  
*Ariadne II*  
Alameda / Trinidad

Roger — Thanks for the great information. Our advice continues to be not to take any medicine without checking with your doctor — or at least some doctor — for possible problems or bad reactions with other medicines you may be taking. This is powerful stuff. And whatever you do, don't take a full 'Mexican dose'.

### WATER UNDER THE KEEL

As a crewmember of the *Ranger 33 Diminished Capacity*, I must say that our on-the-water experience during the West Marine Pacific Cup 2000 differed from what was reported in the



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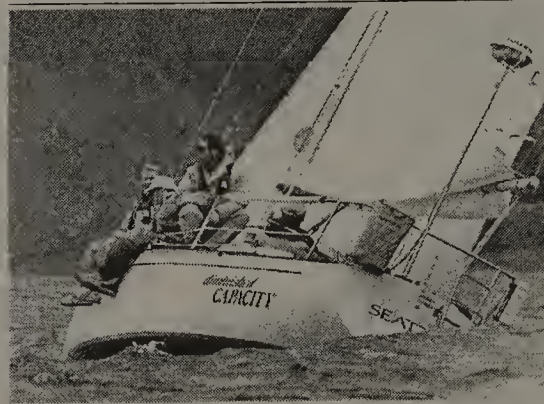
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ZS

## LETTERS

September *Latitude*.

You may recall that the S&S 33 *Spirit* was billed as the "sentimental favorite" in Division A, and that she and *Diminished Capacity* rated even under the Pacific Cup Handicap. Accordingly, a very friendly 'first across the line wins' rivalry developed between the crews as the boats were being prepared for the event at the Richmond YC docks. Some of the competitive



spark went back years, as crew from the two boats had raced against each other in Flying Juniors many years before. Furthermore, *Diminished Capacity's* John Amen had not only been part of the crew when *Spirit* had been owned by Peter Sutter of Sutter Sails, he'd built sails for her. The skippers and crew from both boats carefully inspected each other's vessels before the start, and developed both a friendship and respect.

To make a long story short, *Diminished Capacity* won the start by a narrow margin, and the two boats traded tacks out to the Farallones. In a dying breeze and fading light, we lost sight of *Spirit* as we tacked on to starboard and headed south. Sixteen days later we finished at Kaneohe Bay, and were there in Mai Tai heaven to greet our friendly rivals as they finished their race about eight hours later. Better yet, we shared a table at the awards banquet dinner. Steve, *Spirit's* captain, bought Capt. Ted and our crew a nice bottle of chardonnay, and we raised our glasses together. In the spirit of West Marine's 'Fun Race to Hawaii', the crew aboard *Diminished Capacity* felt our victory in Division A came second to the camaraderie between us and the good ship *Spirit* and her crew.

Robert T. Kingspoke  
*Diminished Capacity* Crew

Robert — Too err is human, and both the author and our various proofreaders erred by not catching the obvious mistake. Our apologies.

### ↑↓ SOUTHERN HOSPITALITY — WITH A CATCH

I sent in my 'I want to crew' application along with the outrageous \$5 fee and expect it to appear this month in the Mexico Only Crew List. However, I would also like to make myself more available to any Ha-Ha entry that needs to do any last-minute provisioning. Here are my credentials: I live in San Diego, and I have a pick-up truck and a Costco card. My fee? One cold beer — and a crew position on some wonderful soul's boat. I can be reached at (619) 813-2212 or at [boatguy@ixpres.com](mailto:boatguy@ixpres.com).

By the way, lots of cruisers are worried about slip availability. During the last several weeks, I've noticed quite a few empty slips on Harbor Island, and there is always Glorietta Bay. For the latter, just go under the Coronado Bridge and turn right. We anchor there all the time.

Brent Jenkins  
Aralia, Westsail 32  
San Diego

Brent — Interesting offer. As for moorage, the San Diego Harbor Police will once again be making Special Anchorage #9 available to Ha-Ha participants only (as well as the courtesy docks at their Shelter Island facility). Anchorage #9 is just across from



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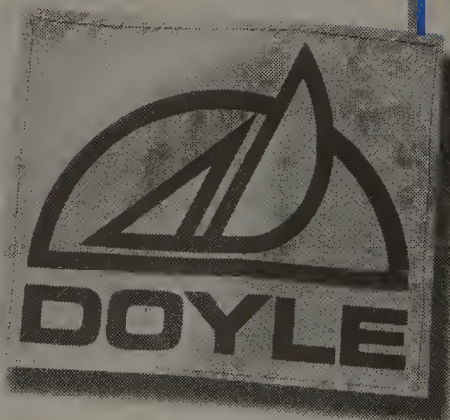
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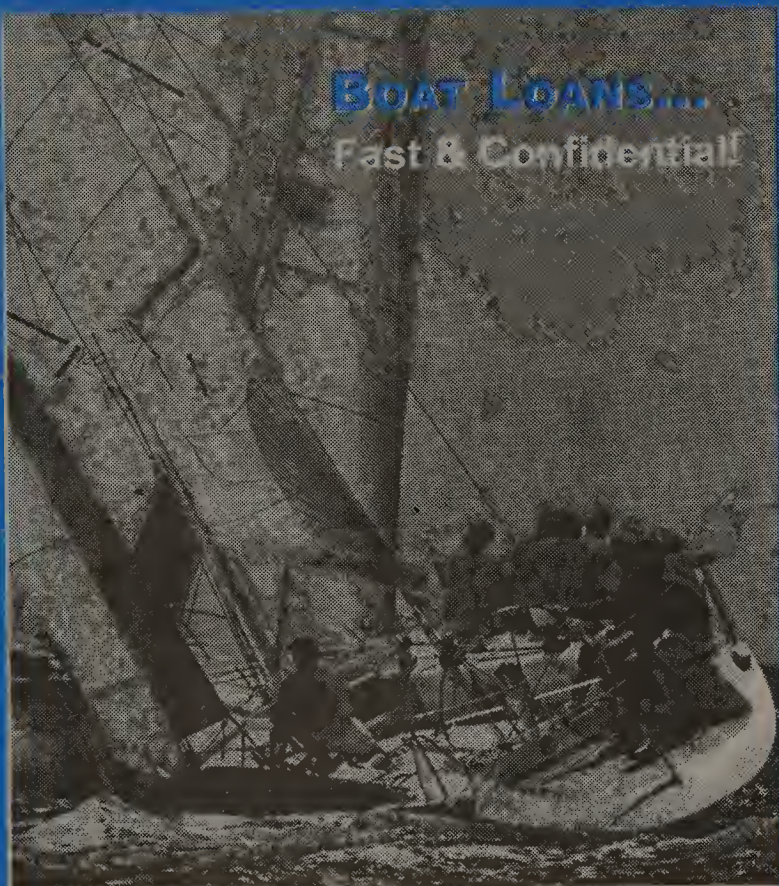
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## LETTERS

the airport at the eastern tip of Harbor Island. If there are more boats than can fit, the overflow will be directed to Glorietta Bay. Before heading to either anchorage, boats need to pick up a special permit (to post on their hulls) from the staff at Cabrillo Isle Marina on Harbor Island — the Ha-Ha's San Diego base.

### ↑↓THE COAST GUARD THANKED ME

I would like to take this opportunity to thank the U.S. Coast Guard for their thoughtfulness. On August 27 at 8 p.m., as I was returning from a cruise on San Francisco Bay, I was hailed by the Coast Guard while motoring our sailboat down the Estuary in the vicinity of Jack London Square. My first reaction was, 'What have I done now?'

All four of the Coast Guardsmen — who were wearing their sidearms while riding in an orange inflatable — wanted to thank me for having a 7-year-old girl wear her lifejacket while sitting in one of the raised seats aft of the cockpit. They also gave her and another youngster two drinking water containers as gifts.

Ernie and Maxine Crook  
Northern California

Ernie & Maxine — Governor Davis just signed legislation that requires, as of the first of the year, all children 11 years old or younger to wear lifejackets while on boats. See Sightings.

It was Capt. Larry Hall — who recently finished his tour of duty as Commander, Group San Francisco — who made improved community relations a priority in this Coast Guard District. This was manifested in less 'harassment boardings' and a much friendlier attitude toward mariners. In so doing he engineered a dramatic turnaround in what had been a souring of relations between the Coast Guard and the boating public. We're not sure if the brass in Washington ever appreciated what a terrific job Capt. Hall did, but we're glad to see that his successor, Capt. Tim Sullivan, seems to have a similar outlook. These improved relations make all the sense in the world, as most mariners have nothing but respect and admiration for the Coasties.

### ↑↓FOOLS MAY BE FOOLED, BUT SMART PEOPLE ARE NOT

I'm writing in response to Roger's letter in the August issue. Roger's ancestors were right, it does take less water to raise a large boat a given height in a confined space than it does a small one. Here's proof: Take two separate ten-gallon containers and put one floatable three-gallon displacement object in one, and a floatable one gallon displacement object in the other. Fill the two ten-gallon containers until the water is level with the top. Remove the two floating objects, and you will find that it took nine gallons to raise the one-gallon object to the top and only seven gallons to raise the three-gallon object to the top. Therefore, it takes less water to raise four 36-ft. sailboats of the same displacement the 85 feet through the three locks on the Panama Canal than it does to raise one.

Fools may be fooled, but smart people are not.

Bernie McComis  
Marina

Bernie — This problem trips up a lot of very smart people, so why don't you think it over some more tonight and see if you can't find the mistake in your approach?

### ↑↓ALL RIGHT, SMART PEOPLE DO MAKE MISTAKES

I want to apologize for how stupid I am. Last night I couldn't sleep because of thinking about how much water it took to raise a boat, no matter if it was an El Toro or a ship, in the Panama Canal. I guess the old saying that you can't teach an old dog new tricks doesn't apply to sailors, because I've learned and now know that it does take the same amount of water to lift any



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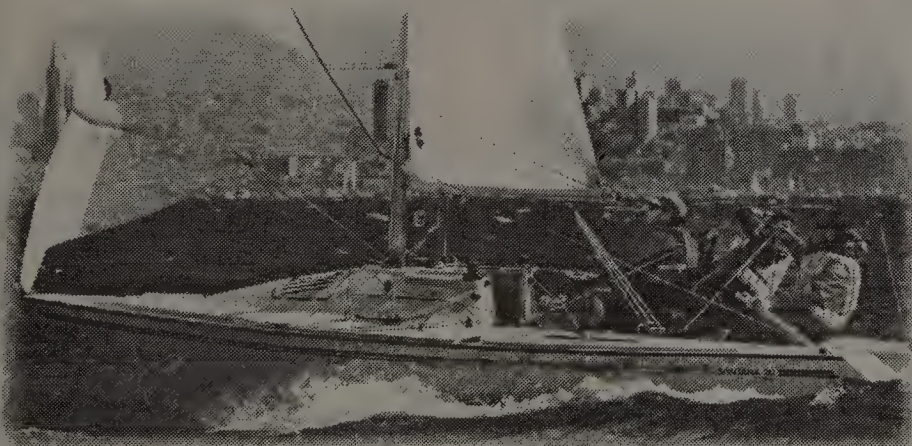
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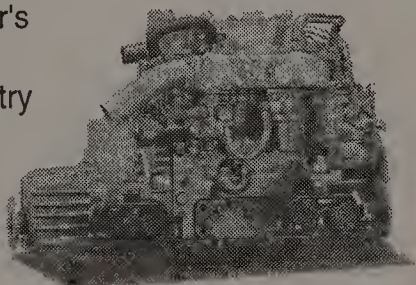
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## LETTERS

size vessel the 85 feet in the Panama Canal. But, I still think that you can float the *Queen Mary* with only 1,000 gallons of water. Show this 68-year-old sea dog where I am wrong.

Bernie McComis  
Marina

*Bernie — Don't apologize for being 'stupid', as this has fooled countless experts. That it requires the same amount of water to lift any boat in the Panama Canal is an entirely different question than whether you could theoretically float the Queen Mary with only 1,000 gallons of water. We suppose the latter might be possible — but only if you were going to float it in an ultra 'skin tight' container. If you were going to attempt to float it in a rectangular-shaped lock, it would require far more water because of the narrowed sections at the bow and stern of the ship.*

### CHILDRENS' SWEATSHIRTS

In response to Capt. Norm and Janet Goldie's request for help for the poor of the San Blas region of Mexico, I have five boxes of children's sweatshirts, all of them clean and in good shape. These are sweatshirts and shoes and stuff that kids left at St. Edwards school in Newark during the year. They've all been cleaned, washed and folded. If someone is heading down to Mexico and could take this, please call me at (510) 792-1632 and I'll get them to your boat.

Don Rowlands  
Cal 20, Proletariat  
Newark

### WATER UP THE LOCK

Sorry, but *Latitude* is wrong. It takes decidedly less water to lift a ship in the Panama Canal than it does an El Toro. Consider the lock with a gate open to the Atlantic. Picture a very large ship — say 100,000 tons — being pulled into the lock by the donkey engines. As the ship moves in to the narrow lock, water flows out of the lock back to the ocean to make room for the ship. How much water? Exactly 100,000 tons. When the gates close and the ship is lifted, this 100,000 tons of water is 'saved'. An El Toro weighing only about 100 lbs. clearly requires more water.

Still not convinced? Then consider the following 'thought experiment'. The lock has been filled with water, absolutely to the brim. Another drop added will spill over the gate and go out to sea. Now imagine a fleet of huge helicopters which carry the 100,000 ton ship up through the air and gently settle it into the filled to the brim lock. We know from Archimedes that the ship will sink into the water until exactly 100,000 tons have been displaced. The displaced water will spill over the gate and out to sea. This water was surplus. It could have been 'saved' if the ship had been floated up 85 feet without the helicopters. The same experiment with the El Toro would only 'save' 100 pounds of water. The "eureka" you hear being shouted in the background must be from Archimedes.

A Physicist In Marin  
Belvedere

*A.P.I.M. — You may be a physicist, you may from Belvedere, and you may rightfully admire Archimedes' Principle — which states that a body immersed in a fluid is buoyed up by a force equal to the weight of the displaced fluid — but you're still wrong. You make a couple of fundamental mistakes. The first is your notion that ships are raised in the locks using seawater. Can you imagine how much time and energy it would take for pumps to fill a lock with seawater? The chambers are actually filled with freshwater powered by gravity, Newton's old friend. Yes, the Canal is entirely dependent on the rain in Panama. On occa-*



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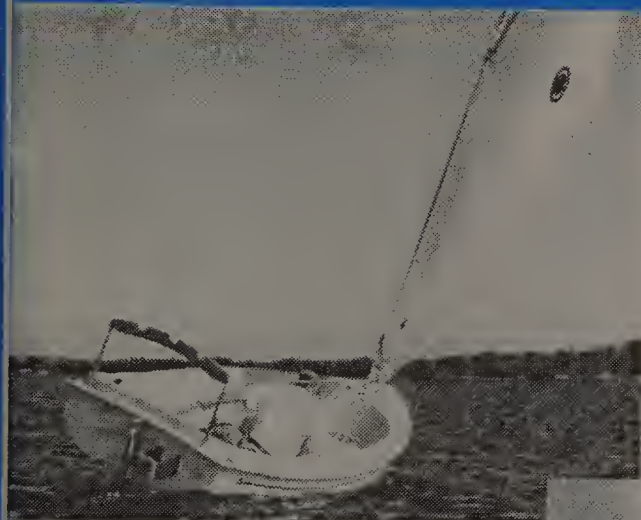
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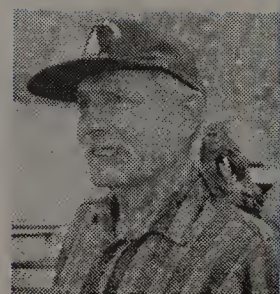
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honey want to snuggle up  
closer to you. Ah, yes.....

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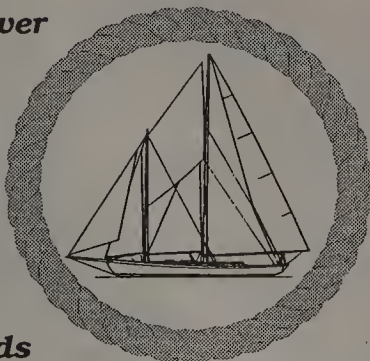
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## LETTERS

sions, when it hasn't rained as much as normal, ships have had to be partially offloaded to conserve freshwater to keep the Canal operational.

The second mistake you seem to make is not realizing that when a vessel — no matter if it's a ship or an El Toro — enters a lock, it's already floating. So the only thing that's going to lift it 85 feet from the bottom up is an 85 foot tall lock-shaped 'block' of water.

Still don't believe us? Then here it is, straight from Ariyuri Him de Mantovani, Division de Comunicacion Corporativa, Panama Canal Commission: "Approximately 52 million gallons of water are used in transiting a vessel — no matter if it's a large tanker or a small yacht. We transit yachts in a nested way in order to maximize resources, but if a yacht and a ship were to transit separately, they would still require the same amount of water."

### ⚠️ SIGNIFICANT WAYPOINT ERRORS

As we prepare to depart for Mexico this fall, I want to caution the Class of 2000-2001 to carefully scrutinize the lat/lon coordinates published in the various boating guides before blindly entering them as GPS waypoints for navigation. This warning is based on mistakes we found in our previous trips south.

While I believe that *Boating Guide to Mexico* by John Rains and Patricia Miller is by far the best all-around cruising guide to Mexico, there are nonetheless some very significant waypoint errors. If you were to simply believe everything that was published, you could either find yourself on the beach or missing land altogether. Here are a few examples:

The longitude for the approach to Asuncion depicted on page 33 is given as 118° 16'W — while it should be 114° 16'W. That's about 200 miles to the west of where it actually is.

On the next page, the longitude for the approach to Abreojos is stated as 112° 33'W, while it should be 113° 33'W. Abreojos means 'open your eyes' because a waypoint and other navigation errors can be devastating.

In addition, don't use 101° 41.4'W on page 173 as the longitude for the approach to Barra de Navidad, but rather 104° 41.4'W. Likewise, ignore the two references to latitude 17° 53.97'N on page 205 for Roca Nega Light, the key approach to Zihautanejo from either the north or south. Use 17° 35.97'N instead.

Rains and Miller dutifully make the disclaimer that the hand drawn illustrations and waypoints are not to be used for navigation, and that the skipper has the ultimate responsibility for safely piloting his or her vessel. They're right, and I agree. Nonetheless, human nature is human nature. We all look for the easy way to do things from time to time, and it's tempting to cut corners by simply plugging in what looks like a realistic waypoint. But don't do it — or you may pay a very steep price!

I believe the *Boating Guide to Mexico* is still out of print, but it would certainly be well worth the effort for anyone heading south to try to find a copy. Notwithstanding a few errors, the hand-drawn charts, illustrations and, yes, waypoints are easily understandable and make getting in and out of important anchorages and marinas both simple and practical. This could only have been put together by people such as Rains and Miller, who compiled this guide after five months of painstaking effort.

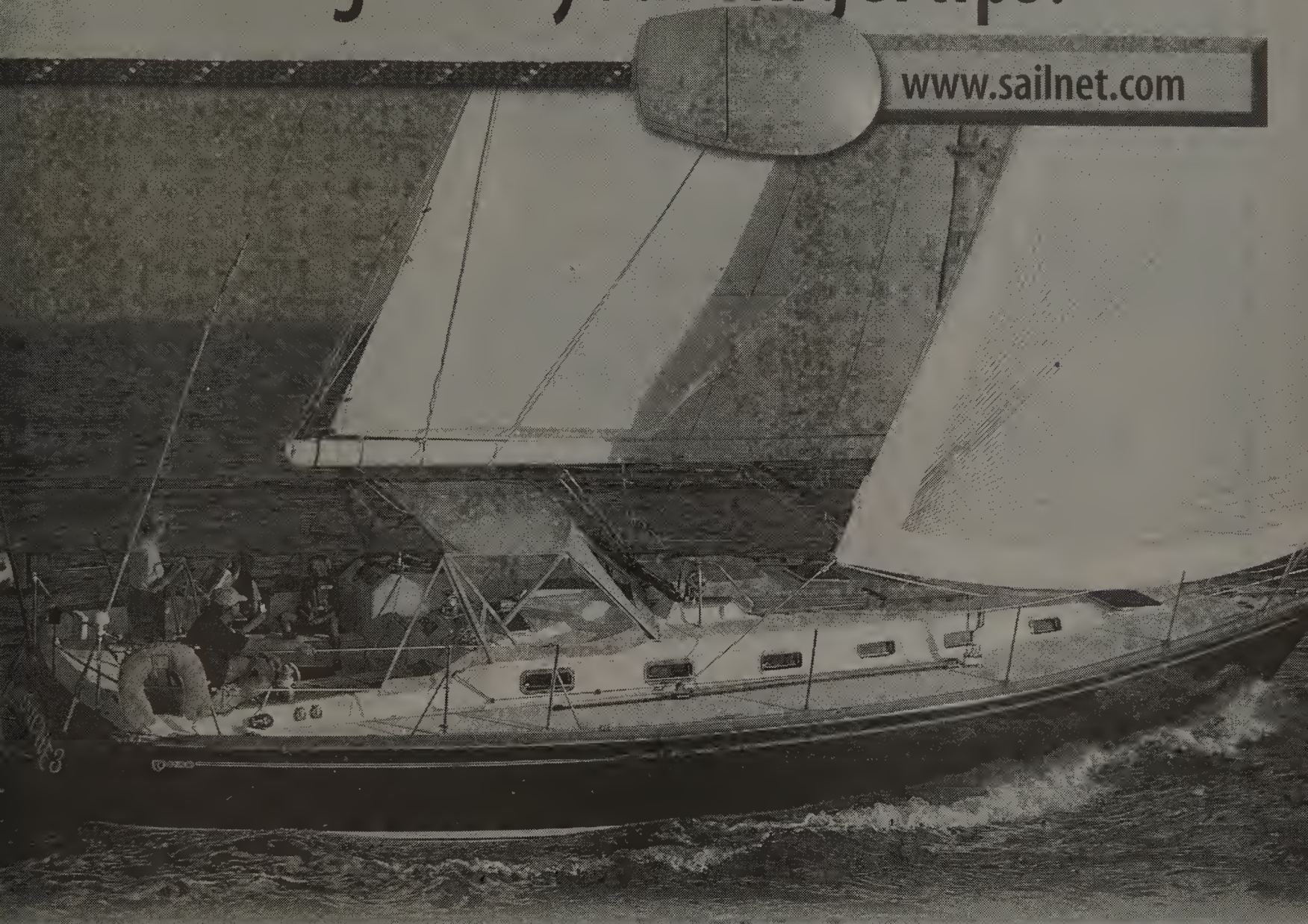
John Rainey  
Mariposa  
Huntington Beach

John — We agree that the various cruising guides are very helpful, but that nobody should assume they are mistake free. If anyone doubts this, they should compare the handdrawn charts of the same anchorages in the different guides. They look com-



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## LETTERS

pletely different, don't they? As mariners have been cautioned from the beginning of time, they should never rely on just one navigational aid — not even GPS.

We've also been long time fans of the Boating Guide to Mexico, which was actually produced by John and Pat with major financial support from the Situr Marinas in Mexico. While that book is long out of print, we're happy to report that John and Pat (Miller) Rains are just finishing up The Mexico Boating Guide, a new 352-page cruising guide to Mexico they are producing completely on their own. Pat says they've had some delays, but hope to introduce the new guide at the Baja Ha-Ha Kick-Off and Costume Party at Cabrillo Isle Marina in San Diego on October 29. "We hope to have a box to be raffled off," she says.

### ↑↓BY TRUCK WITH THE RIG UP

We just came home from sailing our Beneteau 37.5 from Victoria, Canada to Monterey, California. The trip was our first offshore experience, and we really enjoyed ourselves — most of the time. Everyone we met along the way was full of wonderful information, and they all seemed to enjoy sharing a storm experience. I would like to believe that the seas get larger with each rendition. We were also amazed to see so many boats from our own marina in Canada. We've now decided to join the Ha-Ha, and are also investigating different methods of bringing our boat home as well as places to leave her on the hard in Mexico.

But can you comment on one story that was continually repeated but not verified concerning a company in Mexico that would truck a boat, rig still in, from the Pacific Coast of Mexico to the Gulf Coast of Mexico. A special road was going to be built for this purpose. We're interested because it would be a great way to bypass the Panama Canal. However, we're unable to find more information on this company and wonder if it might be the result of one sailor's fable repeated from boat to boat?

Debbie Bulk  
Shadow Rose

Brentwood Bay, British Columbia, Canada / Currently In California

Debbie — The idea that someone would build a special road hundreds of miles across Mexico so that a couple of sailboats could be transported from the Pacific Ocean to the Gulf of Mexico with their rigs up doesn't make much sense. But we think we know where this whacky notion got started. It's true that many years ago some Latitude readers built a cradle and took their boat across Mexico on a flatbed rail car. While they made it, they just barely made it — and don't recommend that others try it. In addition, it's also true that Ed Grossman of Marina San Carlos — who is responsible for trucking most U.S. boats back to the States — has long dreamed and talked of trucking boats, with their rigs up, across the narrow Baja peninsula. This would eliminate the Baja Bash and the long truck ride most boats have to make back to California via Tucson. To date, it remains nothing more than a dream. But nobody has talked of trucking boats across mainland Mexico on a special road.

By the way, as an entry in the Ha-Ha, you'll receive a copy of Latitude's First-Timer's Guide to Mexico, listing all the marinas and ways to bring your boat back home.

Big seas? To be sure, there are huge seas from time to time. But, as you suspect, in many cases they grow in size with each recounting.

### ↑↓EVEN THOUGH IT WAS SUNDAY

I want to commend the team at the Richmond Boat Works for service that goes way beyond normal business practices. While delivering Leigh Brite's beloved J/40 China Cloud back from Santa Barbara after her Coastal Cup victory early this



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## LETTERS

summer, we encountered engine troubles with the newly installed Yanmar diesel. Even though it was a Sunday night, Bill Peacock of Richmond Boat Works stayed on the phone talking to crew Tom Loughran trying to analyze the problem via cell phones — thank goodness for them — until 2:30 a.m. In any event, we were able to sail *China Cloud* into Monterey Harbor without too much trouble/effort.

The communications resumed the next morning at 6:00 a.m. After all, who needs sleep? When Mike Haley, owner of Richmond Boat Works, heard about the situation, Bill was dispatched to Monterey. After driving more than three hours on little sleep and a little wrenching, Bill suspected that the starter motor had given up the ghost. This was confirmed by Monterey Marine. It was decided that a new starter would be shipped to them and they would install it under warranty. Bill then offered to drive both Tom and myself back to Richmond.

In all of my days I have never experienced a business that was so concerned about its customers or service as much as Richmond Boat Works. I take my hat off to them and their marvelous staff.

Rich Bennallack  
Crewmember, *China Cloud*  
Benicia

## STATIONARY OR MOVING WHILE HOVE TO?

In the May 2000 issue, Tom Bowers had a question about heaving to in heavy weather. He stated there seemed to be a contradiction between Peter Bruce saying his boat moves forward at a knot or two while hove to, and the Pardeys, who say their boat remains stationary in her protective slick while hove to. My response to this apparent contradiction is that a boat's ability to adjust itself in a hove to position is dependent upon the condition of the sea and the boat's windage when the boat is hove to in the optimal 50° off the wind position.

While testing para-anchors on various vessels off the west coast, I've learned that all sailboats will begin sailing forward while in a hove to station — especially if they have too big a sail plan. If the wind is blowing hard enough, the boat may drift to leeward while still moving forward at about a knot. This is still considered safe as long as the boat doesn't start moving forward so quickly that the slapping action of the waves become a problem. The best way to prevent this from happening is to use a para-anchor, which slows the boat's forward progress and effectively keeps her in her own protective slick.

I intentionally sail my vessel forward, because the drag from the para-anchor's canopy lets the boat stay in a hove to position without a bridle. As the sea's action increases to storm level or higher, I rig a pendant line to the anchor rode and form a bridle. I've also found that I must always consider the three factors of balance — sail plan, rudder position, and length of the anchor rode — because together they dictate how comfortable it is to maintain a hove to position. I refer to these points as the trilibrium factors.

If anyone has any questions, they can contact me at [zack@paraanchor.com](mailto:zack@paraanchor.com).

Zack Smith  
FPA Technician  
Newport Beach

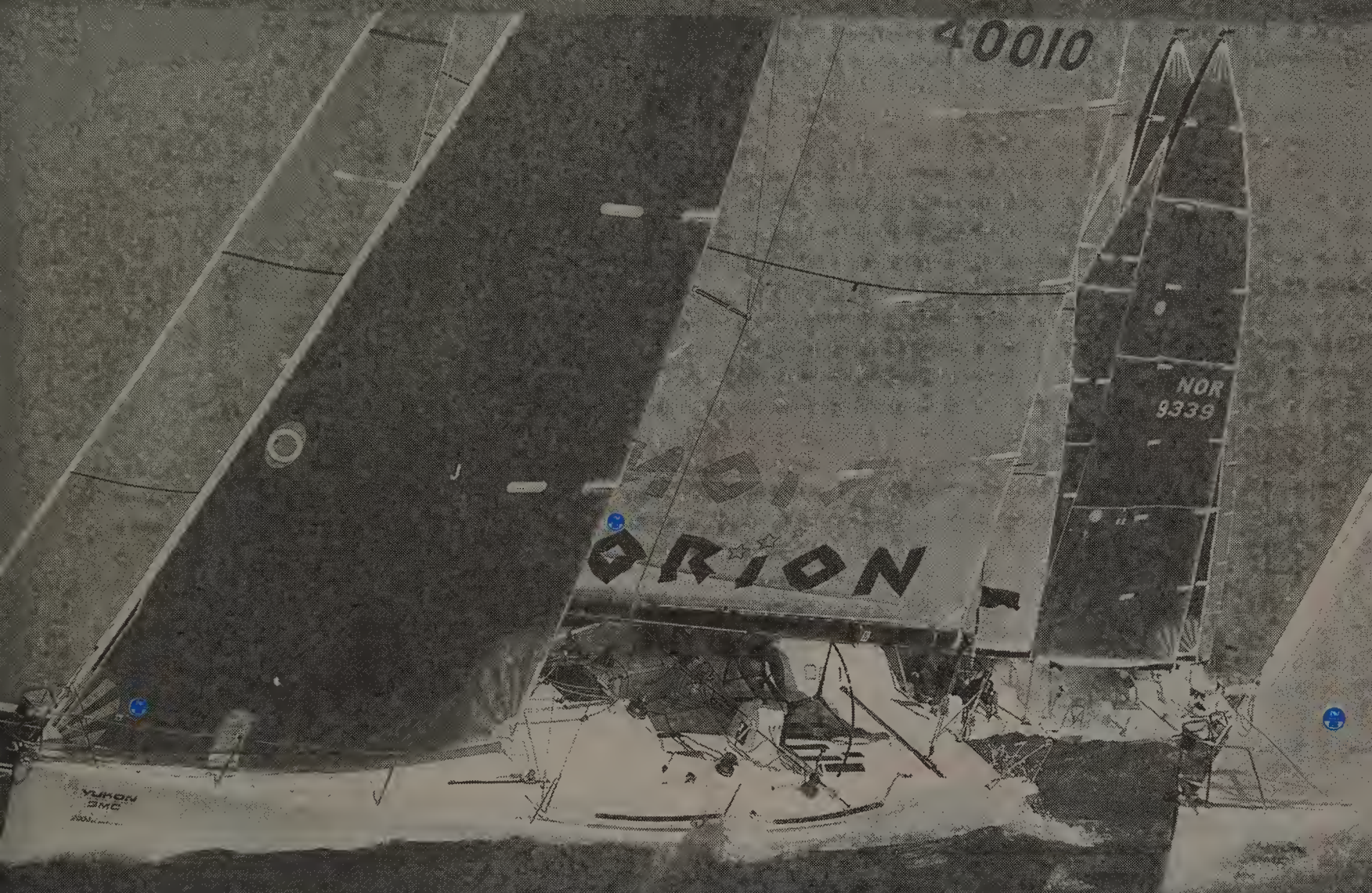
## SOUNDS LIKE A STORY TO ME

Having not seen anything about this in previous issues, I don't know if you picked up on the following information I got from the NOAA SARSAT page:

"On July 6, 2000, the COSPAS-SARSAT system detected a 406 MHz EPIRB distress signal northeast of Oahu, Hawaii. The master of the sailing vessel *Space Cowboy* manually activated



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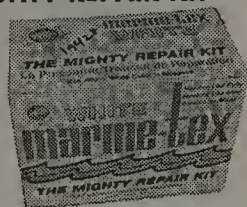


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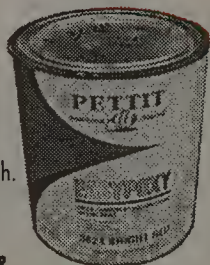
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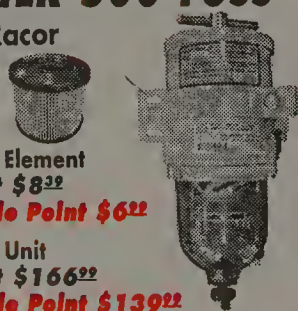
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## LETTERS

his 406 MHz EPIRB after abandoning the vessel due to threatening calls about possible explosives aboard. CGD14 RCC launched a Coast Guard C-130 aircraft, which located the liferaft, and the USS *Ingraham* recovered the owner from the liferaft."

It sounds like a story of some kind to me! Enraged ex-spouse/boat partner? No time to search the boat? How did he get the warning? What happened to the boat?

You guys do an absolutely great job covering all aspects of sailing, and we've gained invaluable knowledge over the years from your articles — and opinions. After six years of periodic 'vacation sailing' our Newport 30 *Bahala Na* in the Sea of Cortez, we've moved up to a 46' Maramu. Our plan is to take her south on the 2001 Ha-Ha — assuming we can wait that long.

Dave and Merry Wallace  
Willow, Maramu  
Redwood City

Dave & Merry — Space Cowboy is a Hobie 33 that was entered in June's Singlehanded TransPac. While several hundred miles from Hawaii, the skipper decided to abandon his boat by getting into his liferaft and setting off his EPIRB. His boat was last seen sailing along in what appeared to be excellent condition.

As anyone who has ever spent much time with singlehanders can tell you, a combination of things — being alone and fatigue are two of the major ones — can take the mind to places where minds don't usually go. This is true for people who finish first as well as last. While we don't know for sure, we suspect this is what happened to the skipper of Space Cowboy. At that point, we decided that it wasn't in anybody's best interest — particularly the skipper's — if we pursued the story any further. If the skipper cares to comment on it, that's fine, otherwise we've gone as far as we're going to go with it.

### IF LARRY ELLISON WANTS IT, IT GETS DONE

In one of the latest issues, you mentioned four things that caught my attention: that Larry Ellison of Oracle Software bought *AmericaOne*, thus adding to his mini-marina on the Bay; that there is a lot that could be done to improve the Bay for boating; that in view of the money boatowners pay in taxes, it needs a champion to battle the politicians; and finally, that someone at *Latitude* has their boat next to Ellison's.

If you stir these ingredients together, you come to the inevitable conclusion that Ellison should spearhead these improvements to the Bay, because if Larry wants it, it will get done. After all, the politicians will fall all over themselves to get him what he wants, since he has a lot of dough and some of this might get applied to their campaigns. Besides, Larry is badly in need of some positive community image after things such as the flak he got for landing his jet after hours at the San Jose airport. If he could get the impossible done, it would make him immortal — at least among us mariners.

Even though we have a powerboat, you can add us to your legion of devout readers.

Anneke Dury  
San Francisco Bay

Anneke — Thanks for the nice words. Ellison doesn't have a "mini marina" on the Bay. Perhaps you meant to suggest that he has a 'mini armada' — although that hasn't really been true either. Ellison's 192-foot motoryacht *Izanami* has been berthed in Sausalito for the summer, yes, near the boats belonging to various *Latitude* staffers. But the dock talk is that she's headed to the Caribbean and Europe. Ellison's other motoryacht, the 234-ft *Katana*, has never been in the Bay and is probably based in



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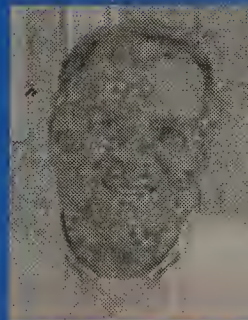
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## LETTERS

the Med. Ellison's Farr 82 Sayonara has spent some time in the Bay, but is usually travelling the globe to participate in the world's major races. Ellison recently purchased the assets of Paul Cayard's AmericaOne campaign, including their two boats. They are in New Zealand, having just been painted white. Ellison also bought the two Abracadabras from the Hawaiian America's Cup effort. One just arrived in Richmond and the other is expected soon. In other words, up until now at least, Ellison has neither had a mini-marina or mini-armada on the Bay.

In any event, we think you misunderstand the dynamic between wealthy entrepreneurs and what you call 'politicos'. For there to be the kinds of changes we recommended for the Bay, there would need to be changes in legislation and permits. But you have to realize that different people and groups live for different things, and when it comes to oversight agencies and their staffers — we'll not mention the BCDC (Bay Conservation and Development Commission) by name — many of them live for the thrill of denying pleasure or happiness to other groups or individuals — particularly if those groups or individuals have more money than they do. As such, if Ellison tried to spearhead such changes on the Bay, it would almost certainly be the kiss of death.

The truth of the matter is that recreational opportunities on the Bay won't improve until the BCDC staffers and commissioners change their point of view — which seems to be that mariners are inherently evil because they do something they enjoy. Since it's not politically viable for BCDC staffers to eradicate current boating opportunities, they pacify themselves with making it damn near impossible to increase them, or for people to even realistically dream about improving them.

### ⚠ DANGER ON THE DOCKS

The September 7th *'Lectronic Latitude* has a photo of a seal apparently threatening the safety of two ladies and three young children. May I suggest that the greatest danger in the photo comes not from the seal, but from the lack of PFDs on the children. I'll take a seal bite over a drowning any day.

*Latitude* has been out in front on the issue of wearing life jackets and I applaud you for that. I am surprised you missed this one.

Thom Rose  
Seattle

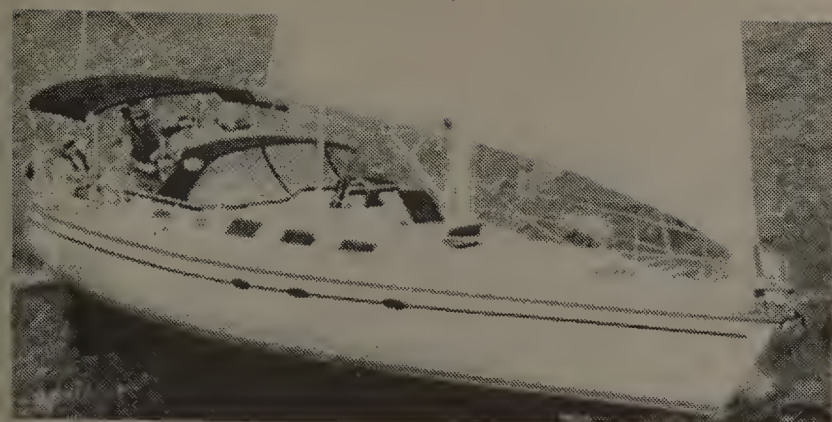
Thom — To our knowledge, the women and kids weren't with any boat, they were just taking a walk down the dock. The women were obviously keeping a close eye on their kids, so we don't think they were being irresponsible. As for *Latitude* being "out in front on the issue of wearing life jackets", we don't think that's a correct statement. We can understand PFDs being required for children and during certain events, and we encourage their use — but we believe in personal choice for adults just sailing on their own.

### ⚠ LITTLE OLD SEAL

Sheesh, guys! I just saw the photograph of the seal on the dock in the September 7 *'Lectronic Latitude*, and methinks you've been in port too long if a lil' ol' seal on the dock rates that much attention. Check out the action at South Beach or Pier 39 sometime, where the denizens crawling out of the water are the size of tuna boats. All right, that's a slight exaggeration. But they come in bunches, like bananas. Those dudes are something to get excited about! Of course, like the rest of us, they're just lookin' for fun in the sun and good eats. And if they could read, your article on the Lamberts' smorgasbord would have them heading south right now.

Me? I'm looking forward to my second Ha-Ha this year. Can't





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## LETTERS

wait!

K.B. Morrissey  
B.V.B.C.

K.B. — We're quite familiar with the sea lions at Pier 39. What we thought was interesting about the photo is that the seal — or sea lion. we don't even know the difference — hopped onto the dock in an unexpected place. It was no big deal, but it made for a fun photo.

### STREAKLINES

I can't get through the day without checking the San Francisco Bay wind pattern 'streaklines' in the afternoon — right after I check out 'Lectronic Latitude. If anyone hasn't seen it, they should visit <http://facs.scripps.edu/surf/nepa.html>, animated wave models of the Pacific.

Dave Cahak  
Fremont

Dave — The 'steaklines' feature that has been added to S.F. Bay Wind Pattern site is — in our estimation — totally cool and extremely informative. And here's some more good news: there's no need to visit it after 'Lectronic Latitude, as there's a link to it in each day's 'Lectronic weather section.

### THE SCUM-FILLED CORNER AT HYDE AND ELLIS

Since you decided to print the letter complaining about the cigar butt being tossed into the Bay, I would like to add a few comments. I have been very impressed with *Latitude's* record of 'getting real', so let's not get blinded by small details. After all, remember that Bay Area drivers commute millions of miles each day, and think of the amount of various types of pollution that causes.

To quote the old adage, 'all rivers lead to the sea'. Therefore there is no difference between throwing a cigar butt straight into the Bay and throwing it into a scum-filled gutter at the corner of Hyde and Ellis. Last time I checked, cigar butts decompose, but MTBE and all our car pollutants that leak into the 'River' Highway 101 do not. So there is a scale of damage being done by most of us.

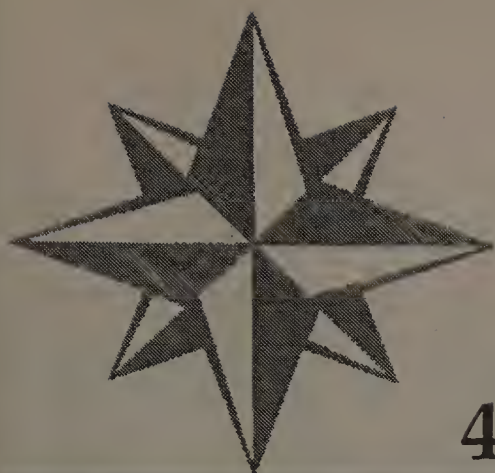
Furthermore, I plead ignorance to the my own possible carelessness. Is painting the bottom of my boat polluting the Bay more than all the cigarette butts thrown onto the street? After all, it's usually what you don't see in the water that's most dangerous.

Diego Link  
Santa Cruz

Diego — According to the Metropolitan Transit Commission — at least we think that's their name — Bay Area residents drive well over 100 million miles each day. And with those miles comes tremendous pollution, in everything from gas fumes to drops of oil to dust from brake linings. We're certainly part of that problem, and suspect that 99% of our readers are, too. So we sure don't pretend to be cleaner-than-thou.

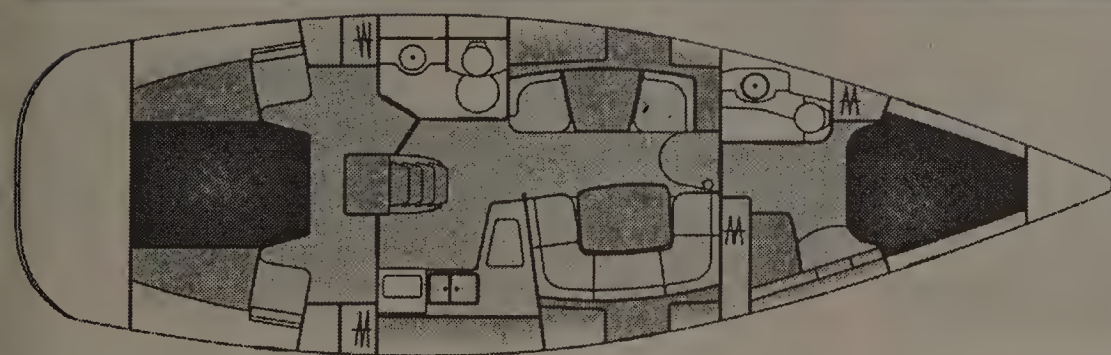
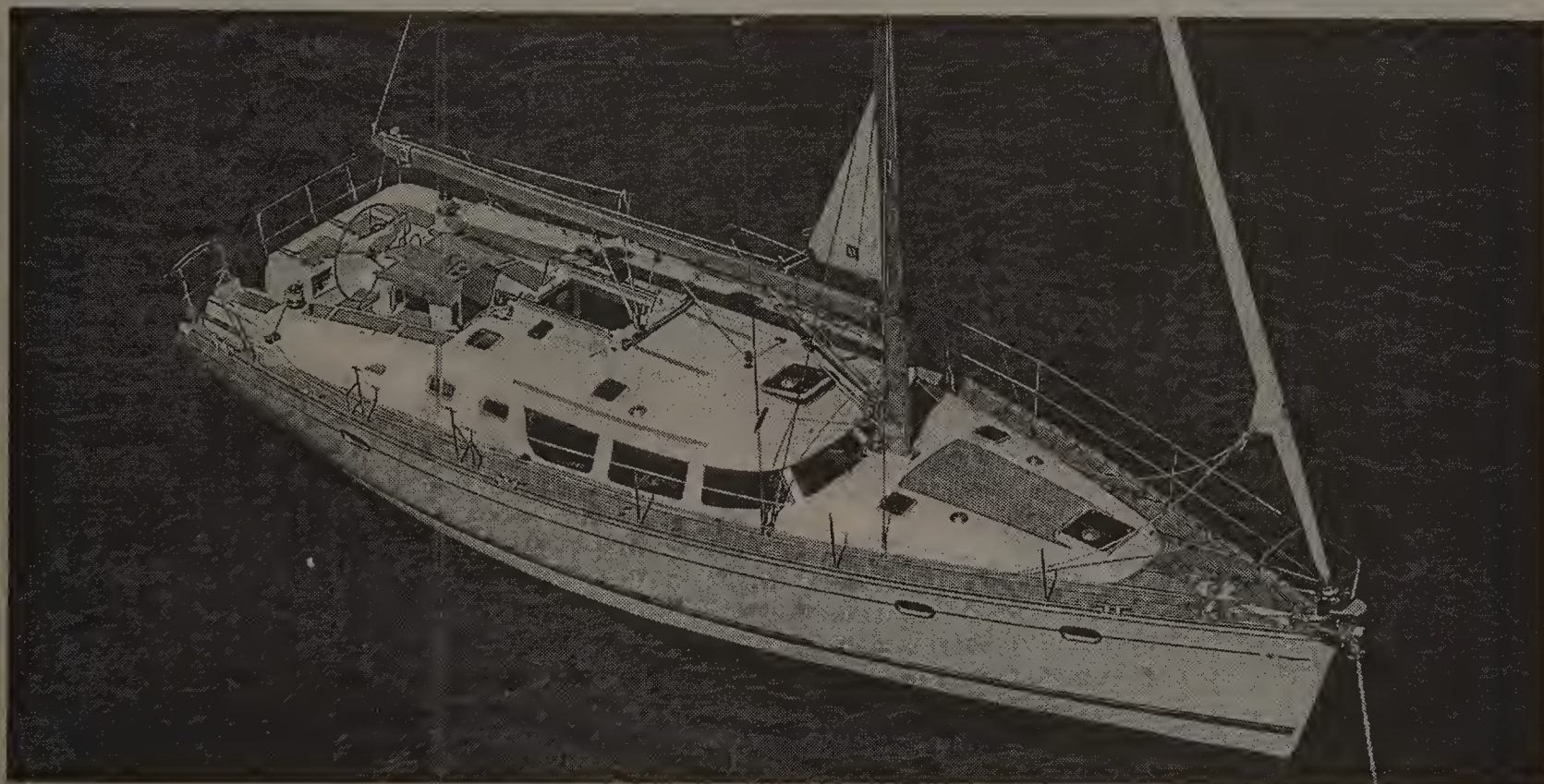
When it comes to throwing cigar and cigarette butts into the Bay from boats — as opposed to having them flow into the Bay from the beaches or from the corner of Hyde and Ellis — we think it's a minuscule problem. We've done it a few times ourselves. To our mind, the real damage is not from the butt, but from the gesture — which says, "I don't respect the Bay enough to get off my lazy ass to properly dispose of this little piece of trash." That's not good, especially if you do it in front of others. And it's still not good, even if tens of thousands of people in the City throw their butts into the drains that led to the Bay, or if a million local women unleash several tons of hairspray into the





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## LETTERS

local atmosphere, or if you're going to paint the bottom of your boat with copper the next week. If any of us can avoid polluting the water with just a little effort, we certainly should.

### ↑↓NOW WE KNOW WHY THEY CALL IT MARBLEHEADVILLE

Up until I stumbled across your unfortunate remarks about the late, great Patrick O'Brian, I had been tempted to give your magazine a try and possibly subscribe. But no editor of a sailing magazine who is indifferent to O'Brian — much less trashes him, as you did in *Wooden Boat* — can produce a publication of any interest to me. The Aubrey/Maturin series is to the Hornblower books what Tolstoy is to Marvel Comics. I admit O'Brian is not suited to superficial minds, but the first lesson of a liberal education is to not condemn what you can't understand. I will, however, give Stevenson's *The Wrecker* a try.

Doug Black  
Marblehead, Mass.

Doug — We didn't write to *Wooden Boat*, they picked out our comments in *Latitude* as something they found interesting — which, we might add, has flattered us no end. And what did their Peter H. Spectre have to say about the matter?

"I went further down the O'Brian trail than the publisher of *Latitude*, but after the first three titles I, too, gave up, having come to the conclusion that these were sea stories in only the most marginal sense (the tipoff? all that violin playing). To my mind, if you want clean, elegant, economically literate writing about the naval side of the Naplenonic Wars, C.S. Forester's *Hornblower* series remains the unbeatable standard."

Furthermore, we didn't blast O'Brian's books or condemn those who enjoy reading them, we merely wondered aloud "Are we the only ones who aren't enamored?" The nice thing about writing to a predominantly Northern California audience is that people here think for themselves. If we let fly with an opinion — and we often do — people here who disagree don't feel threatened. They have enough confidence in their own intelligence to realize that our opinion is just that, the opinion of one person, and not the gospel truth.

By the way, if you want a defense of O'Brian from one of his biggest fans — and the person who taught O'Brian how to sail shortly before he died — read the Patrick O'Brian article in the August issue by Thomas Perkins. That Perkins would have it published in *Latitude* is yet another thing that we find flattering.

### ↑↓THE BASTARD WRITES WITH WATER

I have read a zillion sea stories. I tried Patrick O'Brian's, but I couldn't last 100 pages. Am I stupid or something? I just read Nat Philbrick's *In the Heart of the Sea* in two days. Great! Read and find out what a kleptoparactic is.

I had the same problem with Hemingway as I did O'Brian. I couldn't read him. Years later I was reading a bio of the director John Huston, who was talking about making a Hemingway movie on location someplace. After two weeks the screenwriter told Huston, "I can't get anything down on paper." Huston asked, "What's the matter?" The screenwriter replied: "The bastard writes with water and there's nothing there." I've felt better ever since.

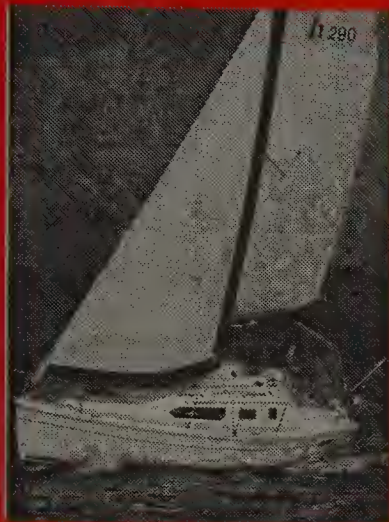
Jay MacDonald  
Salem, Oregon

### ↑↓BUTT OUT

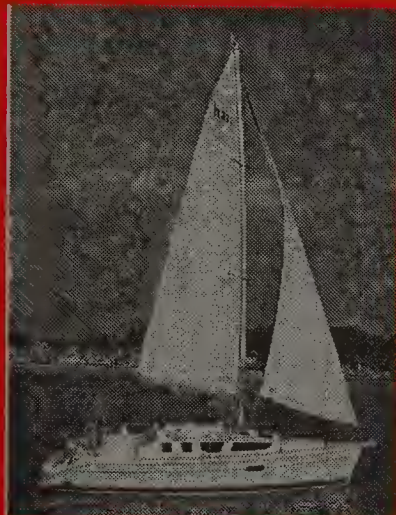
I appreciate Geoff Luttrell's letter in the September *Latitude* decrying the careless attitude of those sailors who throw cigarette butts in the Bay. I was reminded of a comment made by the naturalist on our dolphin-watching boat when we visited Maui recently. He said that cigarette butts tossed in the ocean



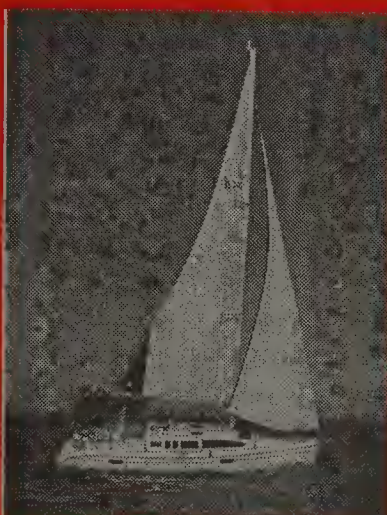
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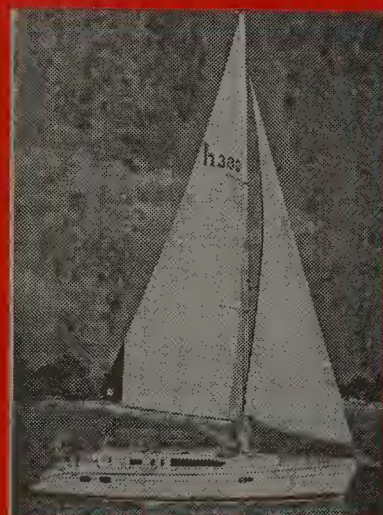
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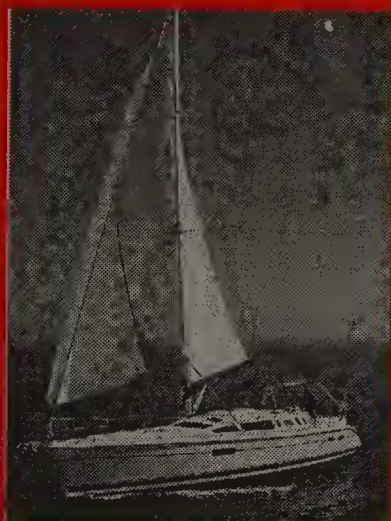


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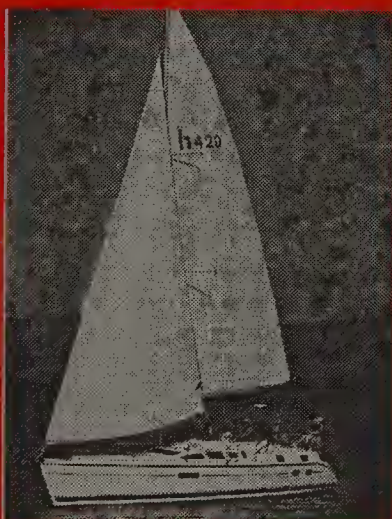


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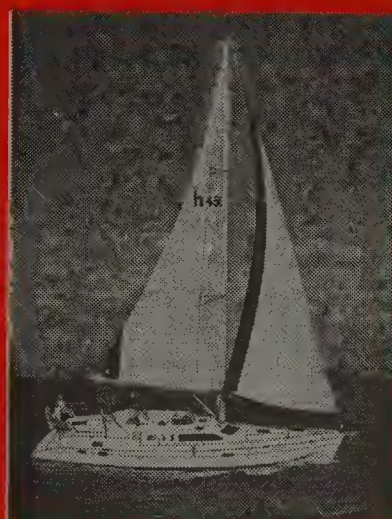
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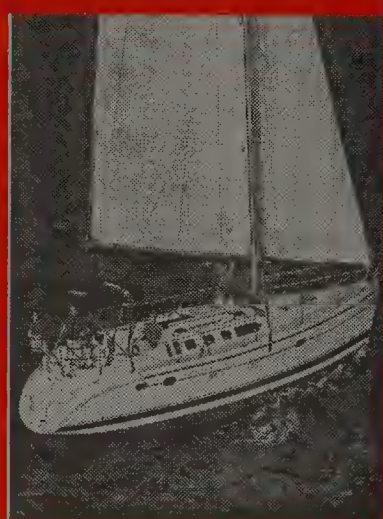
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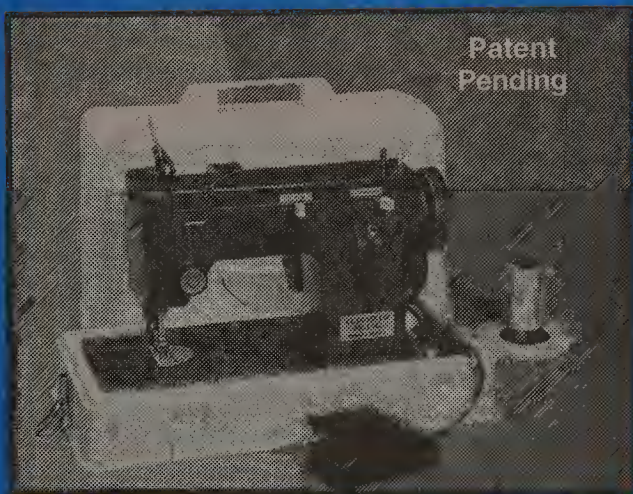


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## LETTERS

soon become overgrown with algae which is then consumed by green sea turtles. It is not unusual, he said, for the turtles to die from an intestinal blockage as a result.

Although I have never seen a green sea turtle in the Bay, I have seen leatherbacks near the Farallones. It is not hard to imagine waste floating on the surface of the Bay being carried beyond the Golden Gate on an ebb tide. In any event, turtles are not the only sea creatures fooled into thinking our waste is food. No doubt a little research would show similar lethal consequences to sea birds and marine mammals.

Elsewhere in the September issue, you mentioned the annual coastal clean-up day. Statistics from past clean-ups show that cigarette butts constitute the largest category — by number, if not by volume — of debris collected by the volunteers. So please, folks, let's keep our waste out of the Bay in the first place and save ourselves — and our marine life — a lot of grief.

Gordon Firestein  
Berkeley

Gordon — We're sure you agree that mariners shouldn't be careless about letting anything fall into the Bay, no matter if it's cigarette butts, balloons, tin foil, six-pack holders — or a brand new 3/4 ounce chute!

By the way, we're skeptical about the claim that turtles eat algae-covered cigarette butts. After all, most humans wouldn't eat chocolate-covered cigarette butts, and everyone knows that turtles are smarter than humans. In any event, something like 98% of turtle mortality is due to predators, not cigarette butts. When it comes to being misleading and deceptive, watch out for environmentalists preaching to the choir, who can be as deceptive as presidential candidates and used car salesmen.

### ADVERTISER LINKS

I'm a frequent visitor to the *Latitude* website — which happens to be my favorite on the web! And I try to get my *Latitude* fix every day by visiting the *Lectronic Latitude* part of the site.

I want to applaud you for a great site, in general. And in particular, I'd like to applaud you for the Advertiser's Links that I just recently noticed. I'm happy to see that you are starting to have advertisers fill in this part of the site because I've often wanted a way to find them on the web without having to dig up a copy of the mag and searching for their display ad.

Thom Rose  
Thom.rose@gte.net

### FIRE DOWN BELOW

A couple of weeks ago, I was awakened by the sound of a nearby diesel that was idling in an unusually slow manner. After listening for a short time, I realized there was a vague familiarity to the sound of . . . my own boat's 9 hp Yanmar diesel! But how could it be, as my diesel wouldn't start until it had been given full throttle and turning the key in the ignition. Short of some idiot in the cockpit playing with the controls, there was no way that my engine could be running! Impossible!

But eventually I decided to check it out. When I lifted the hatch off my engine compartment . . . surprise, it was my engine! It was turning very slowly — and emitting a black, foul-smelling, acrid smoke that billowed into my face. I rocketed through the companionway and did what I would normally do to kill the engine — pull the throttle back. But it was already all the way back! I was left to confront a situation that I didn't think could be happening!

Here's something for all your readers to think about. What would you have done under the same circumstances? Your engine has mysteriously started by itself and you can't turn it off, flames and smoke are billowing out of your engine room — and



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## LETTERS

to add to the excitement, you sleep in the buff and, baby, it's cold outside.

During the next 15 minutes, I inhaled poisonous smoke, coughed violently, got my fire extinguisher from below, called the Harbor Patrol for help — and put out a mayday when fire came shooting out of my engine control panel. I was overjoyed when the engine finally stopped on its own. Finally, I watched with gratitude as the local fire department donned gas masks and went below. I also was thankful when a neighbor loaned me some pants to cover my buffness.

What had happened? My ignition switch — new just a year ago — had mysteriously shorted out. As a result, the engine turned over without fuel — just as your car engine would if you left it in gear and held the key full on. What I *should have done*, was to immediately turn off my batteries. I'll try to remember that next time.

P.S. Estimated cost of repairs, \$5,708.91. Thank you, State Farm!

John Burgers  
Santa Cruz

*John — Thanks for sharing your story. It's rare for an ignition switch to fail, but it does happen. And there was one model of diesel that had an air cleaner cover that would vibrate loose, slip down, and jump the ignition contacts. In either case, turning off the batteries immediately is the correct response.*

*Now for extra credit. What would you do if your diesel was running and smoke started pouring out of the engine compartment? This is critical, because fire is a very serious problem on a boat. First, you should turn off the batteries in the hope the cause is just a stuck starter or a battery meltdown. And no matter what, you should also hit the kill switch. But suppose you do both and the engine keeps running and the smoke keeps coming? This is very serious. If the smoke isn't too thick, you should manually try to cut off the fuel flow at the fuel pump. If you can't do that, you'll have to shut off the fuel at the tank — although the engine will still run for awhile. Keeping the hatch shut tight is another option, as it hopefully will either set off the Halon extinguishers or allow the engine to starve for oxygen.*

### ⚡ FAULTY WIRING

The Marco Polo, a converted World War II gunboat currently doing tourist duty out of La Paz, caught fire while in the La Paz Channel in late July. Faulty wiring was the problem. Even though the recent safety regulations for commercial vessels are in effect, the code for marine wiring is about as stringent as it is for houses: Don't touch if it's wet or if you're wet. A large fuse between the positive battery lead and the house distribution system would have stopped the short circuit immediately. Fortunately the fire was contained and no tourists were injured.

Anybody down here or coming down here should check their electrical system, as Murphy lives in Mañanaland, too. Jim Hughes, owner/operator of the Marco Polo, had a similar incident with his old 50' Kettenberg *Irish Mist* a while back when a couple of bow planks gave way. If you're around La Paz and find yourself in trouble, call Channel 22 — 16 most other places — and you'll get an almost immediate response. The only 'Vessel Assist' down here in Mexico is us other cruisers who are happy to pitch in and help.

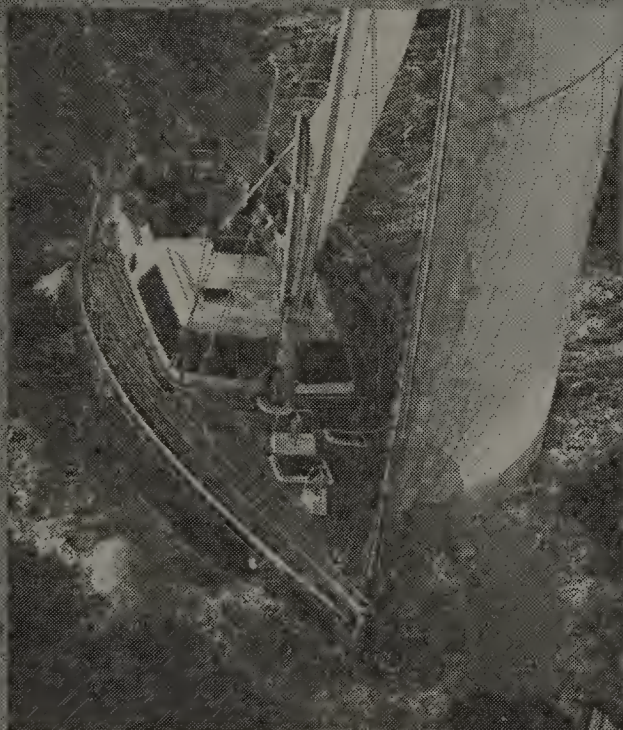
Larry Evans  
Time Out  
La Paz

*Readers — Fire aboard a vessel at sea is a very, very dangerous situation. Check your boat to prevent it, and review your methods of dealing with it.*



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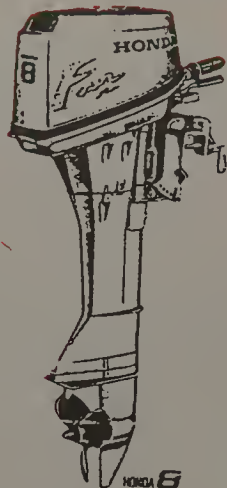
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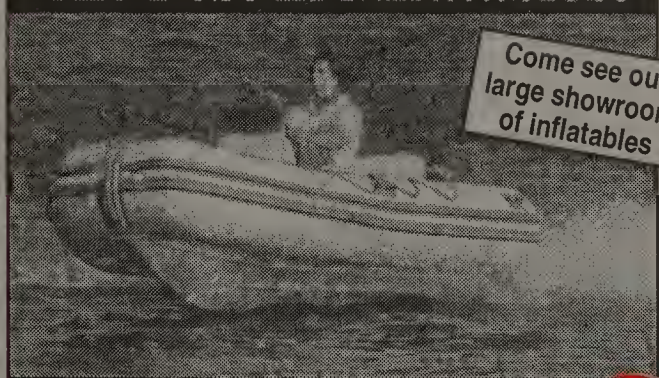


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# LETTERS

## ↑↓A GERMAN RECOMMENDS SPANISH

There has been quite a bit of Mexico-bashing in the last several issues by some cruisers. It's sad but true, like many other countries, Mexico has problems with corruption. Let's hope newly-elected President Fox will somehow change that. In the meantime, those folks might better ponder the reasons they cruise down there year after year: the good weather, food, music, slow pace of life and great buying power.

One tip that might make visits to Mexico more enjoyable would be learning basic Spanish. I visited the Greek Islands in '90 and experienced first hand how frustrating it feels when you can't read the signs let alone speak the language. But, Spanish is not Greek. In fact, for English-speaking people, Spanish is the easiest language to learn. And, learning it will help your Portuguese and Italian!

Other good reasons to learn Spanish: Most cruisers will go to Mexico over and over again, so it's not a one time thing. In addition, when Commandante Fidel dies before too long, you'll want to take your boat there, too. So before going to Mexico, do yourself a favor and learn some Spanish, as it will change your perception of Mexico and her people. And, who knows, next year you might race in jet-set Punta del Este, Uruguay or cruise off Ibiza, Spain. Or, just spend the next ten seasons in British Columbia.

German Messidoro  
 Walnut Creek

German — We don't think our readers were bashing Mexico as much as voicing their frustration in trying to understand another culture. We Americans, for instance, are comfortable with corruption on a massive scale carried out by double-talking lawyer/politicians wearing suits and wielding pens in front of the television cameras. So when we go to Mexico and an unshaven police officer clumsily tries to nick us for a few pesos on a deserted road at night, and backs it up with the threat of being taken to jail, we get confused, frightened and angry. By the way, in our countless trips to Mexico since the late '70s, we've never once been hit up for mordida. And with the election of Vicente Fox, we think there is going to be less of it than ever.

Nonetheless, it's a no brainer that the more Spanish you know, the better time you're likely to have in Mexico. Of course, those going to Ibiza will need to learn an entirely different vocabulary. It would be essential to be able to say things such as, "Are there any raves that start before 5 a.m.?" "Which drugs did we just take?" And, "Should we wear clothes to the restaurant or shall we all just go as we are?"

## ↑↓SOY GOLD DIESEL FUEL

A reader asked how boatowners liked Soy Gold fuel, and I'd like to respond. Five-and-a-half years ago, I repowered my Tartan 34 with a Westerbeke 30 hp diesel engine, and I have been using Soy Gold ever since then. I've found that there is no detectable diesel odor in the exhaust and no loss of power. Since I have rarely used straight diesel, I am not sure if the fuel consumption is any different. My fuel costs are higher, however, because the soy does cost more.

The only problem that I have heard of with Soy Gold is when boatowners have run high ratios of soy to regular diesel, as high ratios of the soy can deteriorate rubber seals. I use the recommended 20-25% solution of soy to diesel with no problems. I am very happy with the product and recommend it highly.

I was very interested in the No Room At The San Diego Inn-By-The-Sea letter about the lack of berth and mooring spaces in Southern California. The only thing I can think to add is that there is a transient anchoring area just east of Harbor Island in San Diego Bay. I'm not sure of the limits of stay, but it's at least





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# ESSEX CREDIT

## LETTERS

30 days and maybe 90 days.

I have sailed out of San Diego and lived aboard for the last 14 years, but I'm leaving for the San Francisco Bay area. The problem is that the noise levels around here from all sources — but mostly U.S. Navy aircraft — have become intolerable. Two years ago I made a seven-month round trip to the Bay and Sacramento Delta area and loved every minute of it. Naturally, I'll be reading *Latitude* all the way there.

Jim Barber  
Esmeralda, Tartan 34  
San Diego

Jim — Thanks for your comments on Soy. There is a temporary anchorage just to the east of Harbor Island that is being reserved for the Ha-Ha boats by the San Diego Harbor Police.

### ↑↓ I LOST MY ISSUE

I'm sure the Wanderer doesn't remember me, but I met him on the beach at Cabo San Lucas after the famous storm of '82. I was in the January '82 *Yachting* magazine article about the storm with Bernard Moitessier, and also in the article about the storm that appeared in your fine magazine. I would like to acquire the issue that covered the calamity, as I have lost mine.

George C. Williams  
Adalante, Bounty II

George — You're correct, we don't remember you, but we do



Sad sight — 'Joshua' on the beach at Cabo.

remember your Bounty mashed between some other boats on the beach. It's hard to fathom how destructive the ocean can be until you see something like that. We also remember Bernard. In fact, the accompanying photo is of his famous Joshua in the surf at Cabo. This was just after he'd sold her to Rado and the others for \$1. They subsequently fixed her up and sailed her extensively along the west coast and in Mexico.

As for getting back issues, just indicate which one you want and send \$7 to us, attention 'Back Issues'.

### ↑↓ UNPREPARED SAILBOARDERS

Last week I took my son and a friend out for a Wednesday evening sail. It was a typical South Bay evening, with winds around 18 knots. Shortly after sunset, we hit a wind hole just north of the San Bruno Shoal. We wallowed for a while before deciding to fire up the diesel. We were discussing whether to return to Coyote Point when we noticed, in the falling darkness, a faint object about 100 feet in front of us. Soon we were able to make out a sailboarder sitting on his board. He willingly accepted our help and we soon had him and his gear aboard.

He told us that he'd been sailing from Alameda to 3rd Street — which luckily was very close to Coyote Point on the peninsula — when the wind died. He'd apparently been hollering at us, but we didn't hear him because the diesel was running. Had we come along 15 minutes later, it probably would have





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IN SAN DIEGO



*Cassiopeia*  
Davidson Custom 72' Sloop, 1993

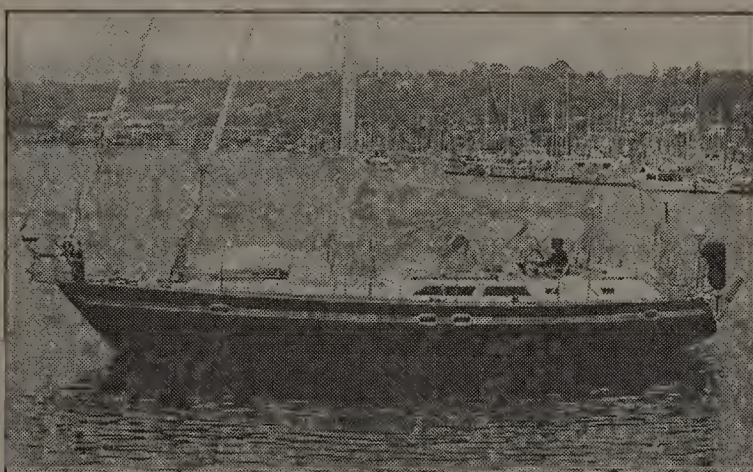
IN MARINA DEL REY



*Elmo's Fire*  
Southern Ocean 71' Ketch, 1979



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44'	C&C SLOOP .....	1989
44'	CUSTOM PH CUTTER .....	1994
48'	HANS CHRISTIAN KETCH .....	1981
50'	BENETEAU SLOOP .....	1993
54'	TA CHIAO KETCH .....	1978
55'	CANTIERE NAVALE CUTTER .....	1987
60'	HERRESHOFF KETCH .....	1978
62'	DYNAMIQUE SLOOP .....	1983
64'	FORBES COOPER MAPLELEAF CUTTER .....	1987
65'	ABEKING & RASMUSSEN KETCH .....	1968
65'	MOODY KETCH .....	1977
68'	HUNTINGFORD KETCH .....	1984
70'	RHODES KETCH .....	1966
71'	NAUMANN & DUNBAR SCHOONER .....	1985
72'	TA CHIAO KETCH .....	1987
72'	K&S YACHTS CUTTER .....	1987
72'	IRWIN YACHTS KETCH .....	1988/97

73'	CCYD/HOLLAND SCHOONER .....	1987
73'	KANTER SLOOP .....	1997
74'	ORTHOLAN KETCH .....	1941
75'	OCEAN KETCH .....	1977/96
78'	POUVREAU SLOOP .....	1983/96
81'	SOUTHERN MARINE SCHOONER .....	1995
86'	NAUTOR SWAN SLOOP .....	1989/97
90'	MAG FRANCE CUTTER .....	1993
90'	THACKWRAY KETCH .....	1984
95'	S. OCEAN CUTTER .....	1989
101'	IRWIN KETCH .....	1988/97
107'	WALLY YACHTS SLOOP .....	1998
118'	ABEKING & RASMUSSEN SLOOP .....	1988
118'	CUSTOM KETCH .....	1981
132'	STERLING SLOOP .....	1995
139'	ROYAL HUISMAN KETCH .....	1990
146'	SENSATION YACHTS CUTTER .....	1997
175'	BATH IRON WORKS KETCH MS .....	1930/83

For further information on any of these vessels, call Bruce White or email to [bruce@frasersf.com](mailto:bruce@frasersf.com)

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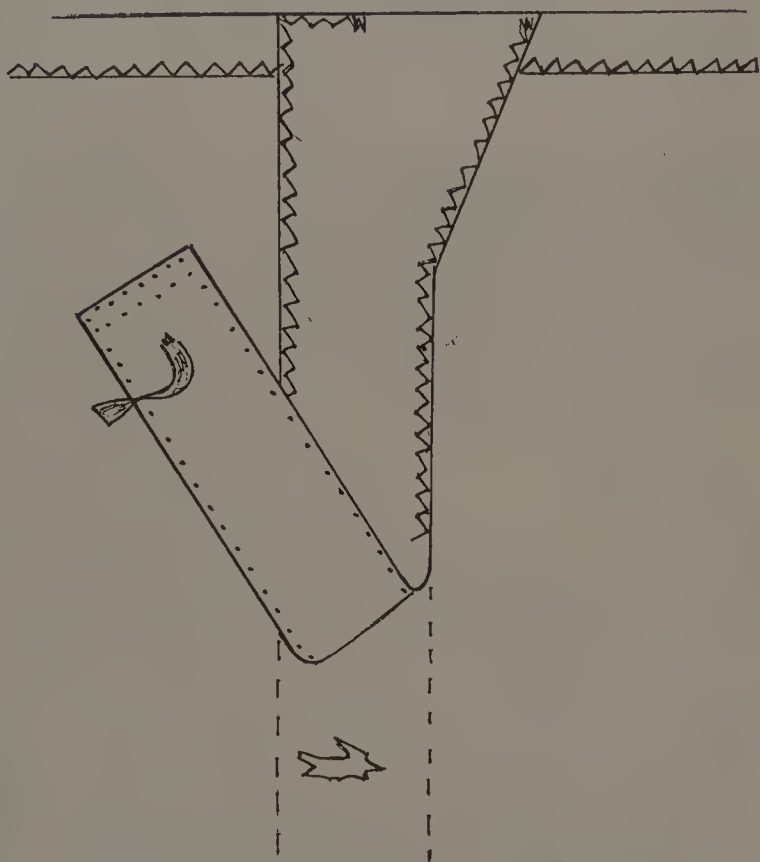
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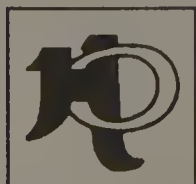
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## LETTERS

been so dark that we wouldn't have seen him either. The sailboarder acted somewhat blasé about what may have happened had we not spotted him, but was grateful for the six-mile ride to shore.

I didn't give a second thought to being a good mariner and offering assistance, but I was stunned by the sailboarder's lack of preparedness. He had nothing with him: no whistle, no light, no radio, no water, no flare, no paddle — and of course, no blankets to keep himself warm. Even in the summer, it gets cold on the Bay at night and the currents are wicked. Spending the night out there may have resulted in hypothermia.

What would have happened to him if we hadn't stumbled upon him? It's hard to tell. He had done one thing right by telling his family about his plans to sail across the Bay, and by the time we found him, they were beginning to worry because he was overdue. The sailboarder used our cell phone to call home, and learned they were about to call the Coast Guard. But, without a signalling device, even the Coast Guard would have had an impossible time finding him in the middle of the Bay at night.

While out sailing yesterday, I noticed several sailboarders with 'fanny packs'. I hope that they contained some minimal emergency gear. I'm glad I was able to help this fellow sailor, and will gladly do it again if the situation arises. But I would have felt terrible if I found out the following day that somebody had died because I didn't see or hear him. My request is that everyone who ventures out on the Bay — no matter on what kind of craft — please be prepared.

Dudley Gaman  
Kia Orana  
Coyote Point Marina

*Dudley — We love seeing people out enjoying the Bay, no matter if they're on a sailboat, kayak or sailboard. In fact, we love to see the guys on the sailboards launching off our wake or just screaming across the Bay. Nonetheless, like you, we'd feel terrible if any of them died in their pursuit of casual pleasure. As such, we hope everyone makes sure they're prepared for misfortune — such as the wind dying in the evening. Judging by the incredible number of sailboarders the Coast Guard and other mariners have to assist each year, we think they might be able to do a little better job.*

### ↑↓INTERNATIONAL CHARTS

I was wondering if you know of any websites where I can look at international sailing charts?

Randy Dale  
Cyberspace

*Randy — There may be, but not that we're aware of. If you go to [www.maptech.com](http://www.maptech.com), you can find charts for U.S. waters, but nothing beyond that.*

### ↑↓WING ON SHING, HONG KONG

I was glad to read something in the September *Latitude* about *Orient*, a 64-foot Sparkman & Stephens designed sloop, planning to return to the Bay for a visit. She indeed was one of the great ocean racing yachts to ever call San Francisco home. For the record, however, some corrections and clarifications are in order.

*Orient* was built in 1937 — not in 1952 — by the Wing on Shing yard in Hong Kong. After her launch in early '38, she was shipped to New York in time for the 1938 racing season on Long Island Sound. Although she was designed by S&S, it would have been a little difficult for Olin Stephens to have overseen the project as his office was in New York City. As a matter of fact,



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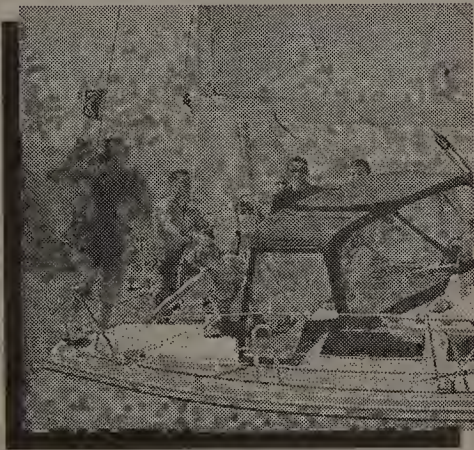
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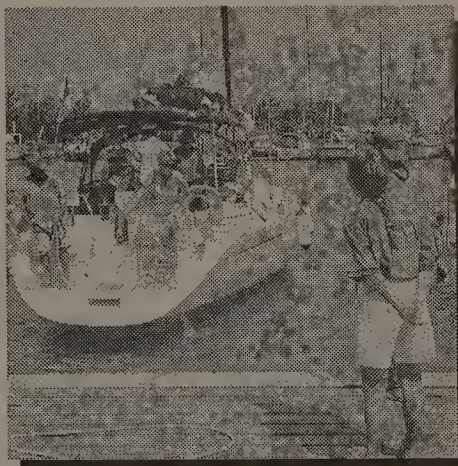
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# LETTERS

there was some concern at the S&S office about just what was going to be delivered by the Chinese builder — particularly with regard to what all the teak would do to her designed displacement. The results weren't known until she was surveyed and measured, and the fears had been for naught as *Orient* turned out to be very well built and to plan. The Wing on Shing yard



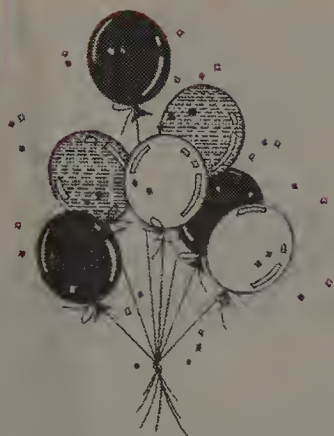
might very well have gotten additional work from S&S were it not for the start of World War II.

Although often identified as a cutter, *Orient* was a sloop. She had a very large rig with a great deal of sail area for the light to moderate sailing conditions found on the eastern seaboard. *Orient's* foretriangle was exactly the same size as that on the 72-ft yawl *Baruna*, which made it difficult for her to sail to her very high rating. *Orient* proved to be at her best off the wind on long ocean runs.

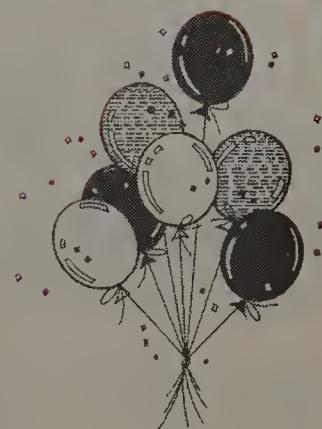
Tim Moseley purchased *Orient* in the east in '53 and brought her to San Francisco on her own bottom. That same year Jim Michael purchased *Baruna* and also brought her to San Francisco. In 1958, the owners of *Baruna* and *Orient* founded the Bariant winch company, and introduced a new line of winches to the yachting world. They had basically been designed by Moseley and developed aboard *Orient*. Within a few years, Bariant had pretty much captured the market for winches on large racing yachts. While the Bariant Company was put out of business by new owners a few years ago, the winches built around the world today are as Moseley envisioned them in the late '50s.

Tim Moseley raced *Orient* to Honolulu three times. In 1955, she was dismantled the first night out. In 1957, she was second in Class A, and in '63 she was first in Class A. Later that year, Moseley sold *Orient* to Peter Davis, and she served as flagship of the Newport Harbor YC. From that time on *Orient* has remained in Southern California — but often without the loving care that Tim Moseley and Peter Davis bestowed on her. It is





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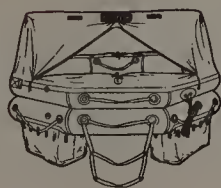
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- Nov 10 Provisioning & Cooking, Energy Management, Refrigerator Insulation – Kay Pastorius, Joe Waller; \$10
- Nov 14 Cruising the Net: internet Resources of interest to Cruisers – David Bond
- Nov 16 Marine Weather – Dan Brown
- Nov 21 Abandon Ship: Let's Not – Bruce Brown
- Nov 28 Making and Staying Friends with Your Engine – C.F. Koehler
- Nov 30 Key West to San Diego via Cuba and Panama – C.F. Koehler



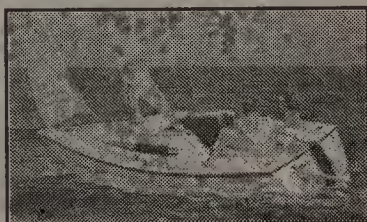
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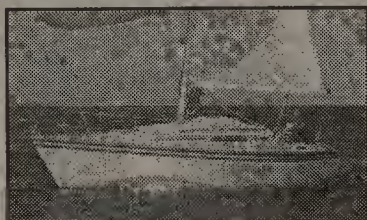
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## LETTERS

good to hear that she has been restored, and that we may see her back on the Bay from time to time.

By the way, *Orient* never "left the Bay to battle the best big sailboats of the time". It was the other way around. The best big sailboats of the time came to San Francisco to do battle with the likes of *Orient*, *Baruna*, *Bolero*, *Good News*, and *Athene* — to name but a few. From 1955 to 1970 the best big boat racing in the world was right here on San Francisco Bay. It caused the creation of the St. Francis Big Boat Series in 1964. We provided the racing venue, and the big boat racing world came. They still do.

Robert Keefe  
San Francisco

*Readers — We'd gotten our information from an authoritative-sounding fellow at the boatyard where most of Orient's restoration had been done. We were negligent in not checking our facts with R.C. Keefe, who is the walking history of great west coast yachts. But the good news about our mistake is that it's prompted us to want to share some of the great Northern California sailing history that Keefe possesses.*

### ↑↓TUDE IS HOT

The 'tronic 'tude is hot! Keep it coming.

David Faulkner  
Cyberspace

*David — We will, we will! We started 'Lectronic Latitude on the spur of the moment one morning and had no idea how it would evolve. And we still don't, but frankly, we're pleased with the progress. It's short, quick and colorful — and as such we think it makes a great complement to the print version. If anyone out there hasn't checked it out, visit [www.latitude38.com](http://www.latitude38.com), then click on the flashing box to the right. Pretty soon we'll be offering subscriptions so nobody has to remember to visit most weekdays. The subscriptions will, of course — like Latitude 38 and the wind — be free.*

### ↑↓SMALL CAT CRUISING

More cruisers than ever express an interest in relatively inexpensive catamarans for cruising. Since we've cruised our Gemini 105 from California to Florida, we thought we'd share our thoughts. Like a lot of people, we thought about buying a used 40-foot charter cat from the Caribbean. But they were more money than we wanted to spend. So when we decided to switch to a multihull, we felt we really had no choice but to buy a Gemini 105. We purchased ours new in Alameda in 1996 for \$134,000, including the optional diesel, delivery, commissioning and taxes.

The Gemini has several drawbacks as a home afloat. The bridgedeck clearance is very low, which results in lots of banging in even moderate seas. Curiously, the older models have more rounded hulls and are therefore slower through the water, but they have more bridgedeck clearance. In heavy seas we found there was so much banging all round that the lack of bridgedeck clearance didn't much matter.

Another drawback is the displacement of 7,300 pounds. While this allows for excellent performance — especially to windward with a centerboard down — it does limit your payload. We must have been the only boat in the '98 Baja Ha-Ha that sailed on our designed waterline. But the discipline meant that we traveled with less spares than we probably should have. Luckily, we had a newer boat! As a long-term home afloat, the Gemini is a difficult boat on which to store stuff that isn't immediately required.

In general terms, even a modest-sized cat such as ours —





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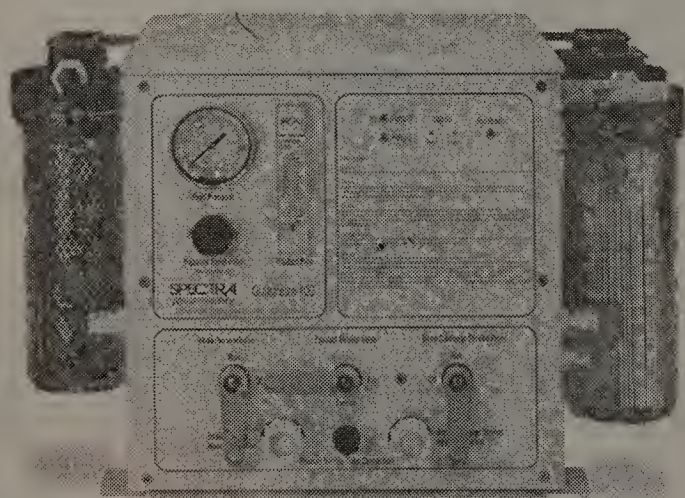
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## LETTERS

which has a limited beam of 14 feet — offers spacious accommodations. The fact that the boat doesn't heel makes her especially comfortable underway. At anchor our boat is a *really* com-



fortable, non-rolling platform on which to live. And in the tropics, the light and airy cabin is a pleasant refuge from the sun rather than a hot and dark cave as is the case on some monohulls.

One of the nicest features of the Gemini is the 18-inch draft which, though not particularly useful on the Pacific Coast, proved invaluable in shallow, crowded anchorages in the Caribbean. It will doubtless give us added gunkholing fun in the Bahamas when we sail there — we hope — this winter.

I would have reservations about taking the Gemini across a body of water with a reputation such as the Tasman Sea. Then again, I'm not sure that I'd be comfortable aboard any 35-footer that far south. I also don't think the Gemini would be a good boat for cold climates, precisely because of all the hatches and airflow that make it such a great boat in the tropics. Furthermore, insulation is minimal and the vast expanses of window around the cabin made it a difficult boat to heat even in a marina slip during a Northern California winter.

In the end, I guess if you have a quarter million dollars or more to spend, your catamaran choices broaden. And with a bigger boat, you get more features if you want them. But our goal was not to work so much, so we rest content with our little cat. After all, we weathered storms, a grounding on a reef, a crash with a tug in the Panama Canal, and 14 months of close quarters living with our two large dogs. Yet we are not only still married, but anxious to get out there to cruise some more. So we and the boat must have got something right.

Myth or reality? No, we don't fly a hull while sailing. Yes, we only sail about as fast as your average 35 to 40-foot monohull. Yes, we once had 72 people over for a party — although we were at the Grand Hotel Marina in Barra de Navidad at the time, so no more than 24 people and two dogs were aboard at any one time. And yes, the bottom transom step was underwater.

Anyone with specific questions can email me at [mikigboat@hotmail.com](mailto:mikigboat@hotmail.com).

Michael Beattie  
Miki G, Gemini 105  
Santa Cruz

### ONE HAPPY SAILOR

Someone sent me the *Changes* written a few months ago by Tom and Joyce Boynton, and I feel their complaints about their Catana catamaran did French boat manufacturers an injustice. The French have been building offshore catamarans for years, while the American manufacturers are just beginning to produce something other than coastal cruisers. Like with all other products, not all manufacturers create equally good boats.



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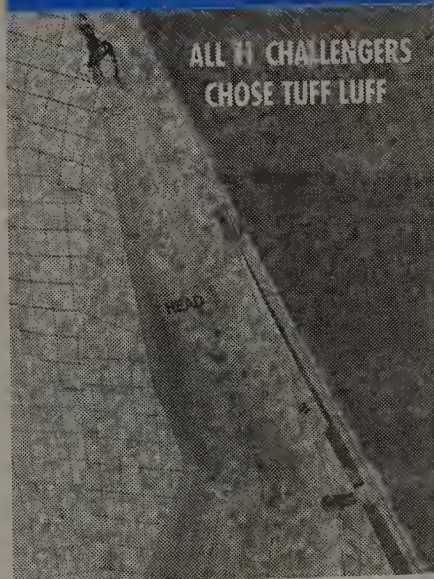
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## LETTERS

I don't own a Catana, so I can't comment specifically on those boats. But a few years ago, my wife and I found ourselves at the Annapolis Boat Show looking for our next boat. She went her way and I went mine in search of our perfect boat. When we got back together, she had narrowed her choices down to four — all catamarans. "If you want me to be aboard," she said, "it will have to be stable." This delighted me, as we'd owned and enjoyed a Piver 36 trimaran in the early '70s.

After climbing around and comparing the four boats, we selected a Fountaine-Pajot Tobago 35 — a French built offshore catamaran. We really liked the 'galley up' feature. Having picked out a boat, we started looking around for a dealer to buy it from. Here, I have to agree with some of Colin Bates's comments in the February issue, as too many of the salespeople acted like rude used car salespeople. The majority of them were good and with the program, but it was hard work culling the B.S. out of their sales pitches. We eventually hooked up with a California dealer we felt we could work with — and he set me up with a couple of owners to test sail the boat before closing on the deal. I wanted to be sure I was getting a sailboat, not a plastic party palace.

As we mulled over the decision, the dealer was in constant contract negotiations with the manufacturer to get us a better deal. After another visit to Annapolis to compare the extras on a Tobago 35 with what was standard on the Athena 38, we decided to go with the Athena. Our dealer handled everything in a professional manner — and even got the factory to throw in a few extras. Our boat arrived in San Pedro in March of '98. We received the boat as part of an offshore delivery and sailed her directly to Mexico — in 18-foot swells! Since that time, I've sailed her an average of once a week for the last two years — including numerous trips to Catalina and Mexico. We really love the boat.

Now for my 'horror story' regarding repairs. After a year, a halyard winch began making a grinding noise. We inspected it and found a failed pawl. Our dealer notified the factory — which air-freighted a replacement in less than a week. Later, the bottom seal on the main companionway had stretched out of shape. Thanks to our dealer, the factory had a new seal to us within a week. In addition to all those repair problems, I've even had to change the oil and replace the prop zincs a couple of times. Furthermore, I've had to hose our boat down a couple of times because you pick up a little spray when you do 10 to 11 knots.

Seriously, we're completely satisfied, as our boat looks as good as she did the day she came off the ship, she sails like she's supposed to, and nothing has failed.

Dick Thomas  
Les Ailes d'Or, Athena 38  
La Jolla

### ↑↓SPEED REQUIRES COMMITMENT

You guys do a fantastic job putting out the best boating magazine, but I want to disagree with your conclusions in the *Too Fast To Be True* piece — where you slammed what you believe were exaggerated claims for cruising catamaran speeds.

One piece of evidence you used to dismiss the claim that a cruising cat could average 15 knots is that Steve Fossett's world class trimaran *Lakota* hasn't been able to average 15 knots to Hawaii in two TransPacs. You failed to mention that *Lakota* lost her bowsprit in both TransPacs before they were even close to the halfway point. The inability to fly her asymmetrical kites really limited her speed off the wind.

To achieve all that's possible with a cat takes belief, understanding, ability, and focus. It also requires a good boat, great sails, good boards, great rudders, the right leads, a good rig, and technique. It's true that cat enthusiasts shouldn't over-amp the average or below average sailor with speed claims he/she

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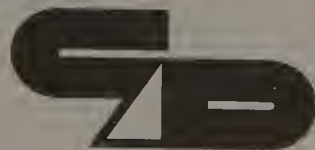
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## LETTERS

will never be able to achieve — unless, of course, they make the jump to hyperspace by doing all of the above and truly have the desire for speed.

I'm sure that Morrelli and Melvin's speed prediction chart applies to what the average sailor can expect — minus special training or mental breakthroughs. It does not apply to Morrelli and Melvin, however. If pros released all their secrets, the much higher speeds that are claimed might not seem so incredible. The problem is that the average sailor expects the boat to do it on her own. But once you start riding an apparent wind machine, you're only limited by your ability and your imagination. Most multihull racers don't even understand the capacity of their vessel or grasp the concept of exceeding the speed of the wind.

I guess I left out money. Lots of money really helps. From 40 feet up, multihulls are huge and complex things. If you want to refurbish your 60-footer, you'll be into pallets of paint, pallets of sandpaper, spools of line, small truckloads of sail cloth, and a squad of highly-trained refinishers equipped with state-of-the-art air tools. You'll also require a half an acre of some boatyard. As the owner of a 40-foot tri I was painting once told me, "I love multihulls for the same reason I'm crazy about wild sexy blondes and Ferraris — and it's not because they're cheap or easy to deal with."

Waterspider  
Washington

*Waterspider — Thanks for the kind words. With regard to catamaran speed, we think that you and we may be talking about two different things. Our complaint was — and remains — with people who claim that their cruising catamaran can 'cruise' at 15 knots. But you drift into ruminations about the highest of hi-tech boats. But even there, we must disagree with the philosophical basis of your argument — which is that 'the speed of an apparent wind machine is only limited by the crew's skill and imagination'. This is nonsense, no matter if you're talking about ice boats, dirt boats or ocean going cats and tris. There are very real physical, design and structure limitations to ultimate speeds. It's not uncommon, for example, for even the most rugged multihull crews to have to back off from time to time in order to physically withstand the punishment dished out in rough conditions.*

*Yes, one of the arguments we used to make our point is that Lakota has yet to average 15 knots when racing to Hawaii, one of the fastest courses in the world. True, she probably lost a knot or two in average speed because she broke her bowsprit. Similarly, Explorer's even faster crossing was slowed by the breaking of her martingale. But things break when you go through the water fast — no matter if it's Lakota or Explorer — or a cruising cat you're trying to push to the very limit.*

*We don't underestimate the upper limits of catamaran speed — which has a higher upside than that of monohulls. For example, Laurent Bourgnon long held the 24-hour speed record for a sailboat, having covered 540 miles in a near sistership to Lakota. But during August's Quebec to St. Malo Race — see 'Electronic Latitude, August 11 and 14 — Laurent's brother Yvan covered 625 miles in 24 hours, a staggering improvement of 85 miles with the same boat. Such major leaps of progress are not surprising. But remember, our complaint is with high speed claims for cruising cats, not ultra racing machines where each crewmember gets one spoon and one bowl, where they have to poop through a small hole in the netting, and where it's necessary to wear a life-harness to safely cross from one hull to the other. That's not cruising.*

*A month or so ago, there was another report in an international sailing magazine where the builders of a new 43 or so foot cruising cat claimed that they were sailing at up to 23 knots in*



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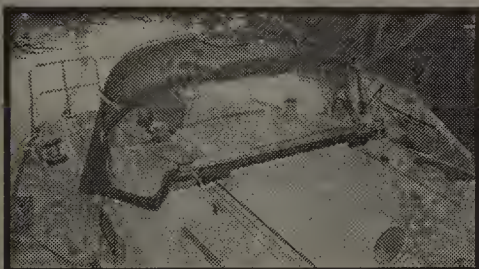
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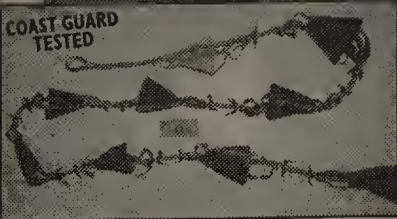
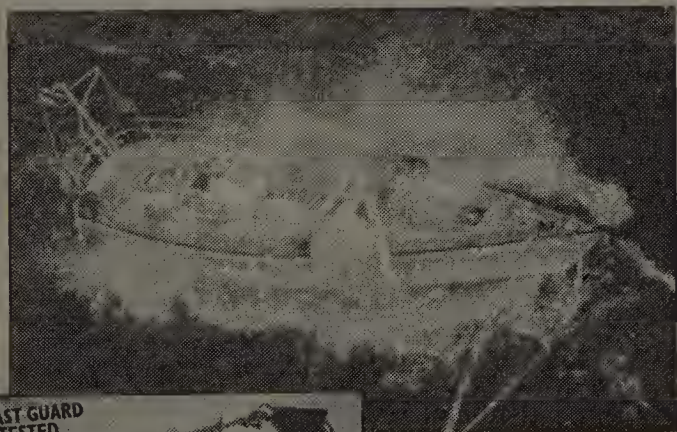
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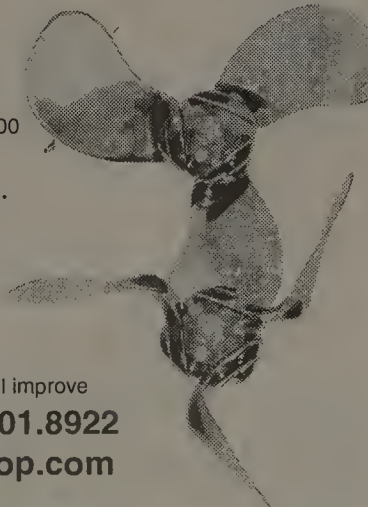
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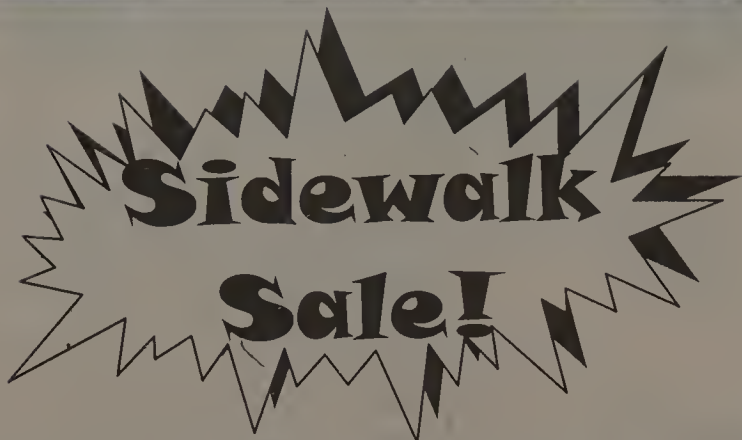


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## LETTERS

15 knots of true wind. We're not saying these people are lying, just that their speedo hadn't been calibrated. In fact, we and some other cruising cat owners are so fed up with exaggerated claims of cruising cat speed that we're willing to back our belief with cash. We're willing to pay \$1,000 for the first legitimate cruising cat that can average 15 knots from the Yellow Bluff Buoy off Sausalito to the Blackaller Buoy off San Francisco, a perfect flatwater speed course. We'll let the challengers pick the day and have three tries at it. All they have to do is be willing to donate \$250 to charity if they fail, and admit that if they can't do 15 knots across the Bay in perfect conditions, there is no way they could cruise at that speed for 24 hours on the ocean.

We're going to close by disagreeing with your claim that big cats are necessarily complex — or, as your friend said, "as difficult to deal with as sexy blondes". We took over 100 people out on Profligate in August, from 'at risk kids' in the America True program, to the winner of a Safe Grads Night at Redwood High, to Internet groups, to Billy Martinelli, owner of the lumber scow replica Gas Light. They'd all tell you that sailing Profligate, even in bursts in excess of 15 knots is — thanks to the long hulls and self-tacking jib — simple. The secret is — contrary to what you suggest — just letting the boat do all the work. While Profligate was obviously not cheap to build, her simplicity also means she requires relatively little maintenance and that the sailing hours to maintenance hours ratio is better than on any boat we've owned.

### ↑↓ PETS IN THE SOUTH PACIFIC

We have a white Persian cat of which we are very fond — the understatement of the decade. The cat was raised on the boat and traveled to Mexico with us when we did the Ha-Ha in '97. He stayed on the boat for the 18 months we spent down in Mexico, and did the Baja Bash back up to San Diego with us last May.

We're now looking into the possibility of going to the South Pacific, and would appreciate whatever knowledge that you have on the limitations of carrying a cat there. What countries would not allow us to enter? What other countries would make it very costly and difficult? I thought that I read somewhere that at least Britain — and maybe British settled countries — were granting passports for animals. Also, what would the situation be like if we were to continue around the world, such as through the Red Sea to the Med?

Most of all, are we going to have to choose between our cat and the South Pacific?

Sylvia Parr  
Sonrisa  
San Diego

Sylvia — We're not experts on this, but we think the only places you'll have real troubles are in New Zealand — long and expensive quarantine — and Australia — recently reduced quarantine and expense. We'd like to hear from those with more exact and recent information.

### ↑↓ GLOBALSTAR AND OTHER SATELLITE PHONE SYSTEMS

I had occasion to use a Qualcomm phone in satellite mode on the Globalstar system during the last couple of weeks of May while in Mexico. Prior to that, I had used a \$3,000 briefcase type phone — although I can't remember the brand. I was able to make outbound calls from Mexico using Globalstar, but could not receive them. I believe this was true up to 200 miles offshore.

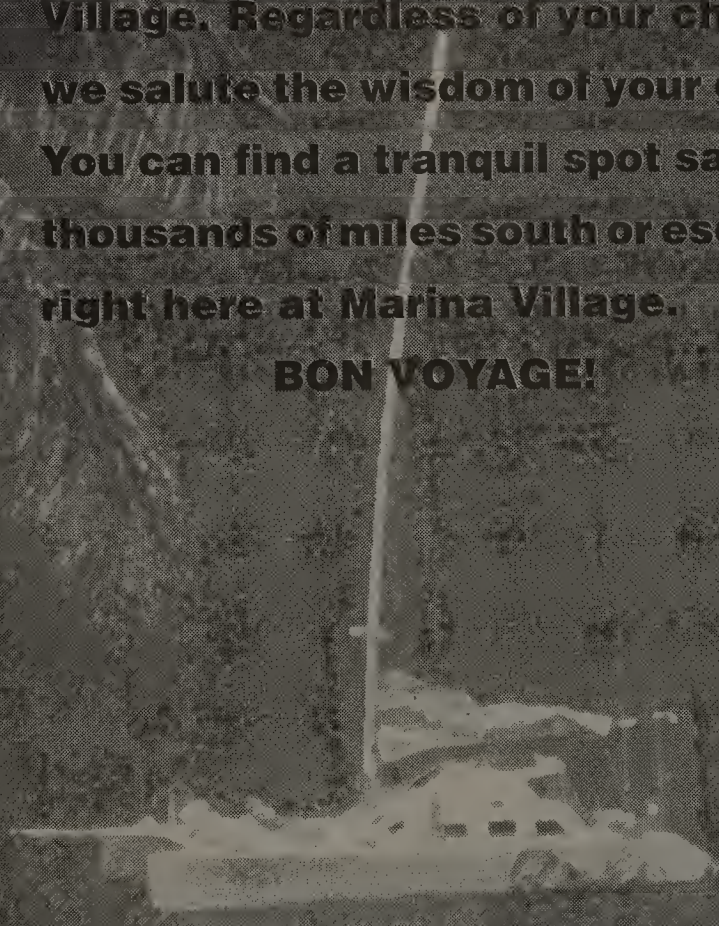
Today I spent about an hour looking at the Globalstar websites, and found what seemed to be a jumble of conflicting information. It says they have coverage in Mexico, which I didn't



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## LETTERS

find to be the case. In addition, I thought it was just about impossible to figure out what a call will cost, as the prices are set at so much per minute — plus an unspecified charge for the long distance service. Who knows how much that will be? I suggest that the buyers beware.

Captain Mike Maurice  
California

*Capt. Mike — Come the middle of November, we're going to know a whole lot more about how well the Qualcomm phones and Globalstar satellite system work in Mexico. This is because Qualcomm/Globalstar are the official communications system of the Baja Ha-Ha, and because a number of members of the fleet have purchased their phones and satellite service for use during the Ha-Ha and while cruising in Mexico. In addition, the Grand Poobah will be using the Qualcomm/Globalstar system to send daily photos back to the States for posting on the 'Electronic Latitude site. For the time being, nobody else will have this latter capability.*

*According to Carole Schurch, who represents Qualcomm and Globalstar, ever since the service started it was always possible to make high quality satellite telephone calls from Mexico back to the States, but you could not receive calls on the phones in Mexico. The problem was, how can we say this delicately, 'non technical' in nature. As of late September, it was expected to be solved "any day now".*

*When it comes to the cost of phones, phone rates, and service areas, Schurch admits that it has been confusing but recently has become clearer. One tip is to use the Globalstar USA site, not any of the others, because it's the provider that Americans would use and has the most accurate information on coverage and roaming charges. Better yet, give Schurch a call at (800) 475-5158, and she'll answer all your questions. In addition, Schurch will be at both the Ha-Ha Crew List Party and Reunion at the Encinal YC on October 3 starting at 6:00 p.m., and then again at the Ha-Ha Costume and Kick-Off Party at Cabrillo Isle Marina in San Diego on October 29 starting at noon. She'll be giving demonstrations and fielding questions.*

*When we've used the Qualcomm satellite phone with the Globalstar system, the sound quality has been excellent. And there is obviously some demand for it among cruising sailors. We're confident that it's going to work.*

### ↑↓ CIVIL LITIGATION

By way of introduction, my name is Dr. Jacqueline Maupu. I am a visiting French lawyer who specializes in what you would define as corporate/environmental affairs of law. Naturally, my attention and interest is large vis a vis environment pollution and redress of the like of the Exxon Valdez tragedy. As you may know, France has sustained much tragic coastal pollution in many tanker disasters. Of course, the issue of pollution in Europe is not limited to the nautical. I have been engaged in the study and analysis of litigation in Europe and Asia, and now in the United States.

As a sailor, I read the *Just a Token Cleanup* letter by Joe Bennett — and his lack of redress for the personal loss he sustained from the Exxon-Mobil spill. What particularity received my attention was your editorial comment that Bennett is a victim of Exxon and of "the American legal system" — with the latter being the principal culprit.

I do not know if you print criticism of your belief, but as one who has been professionally involved in redress for fishermen, coast resort communities, and other victims of water and coastal pollution due to ship groundings in Europe and Asia, I wish to assure you that American lawyers and its justice system are far more sensitive to the plight of the little people than in Europe



# The "Perfect Storm"

is the one  
you avoid...

You're sitting in the Bay of Islands, New Zealand, ready to sail to Tonga, watching the weather fax and chatting with other cruisers. Everyone is excited to be heading to the relaxed warmth of the tropics. The next morning you clear customs, and put the last stores aboard. The noon weather fax shows a little wiggle on the surface. Just a hint of lower-than-normal pressure, north of Fiji. Your friends are all leaving. What do you do now?

It's fall, and you're docked at Bannister's Wharf in Newport, Rhode Island. The last trip to the marine store is finished, the fresh food is aboard, you and the crew are anxious to get away to Bermuda. The afternoon 500mb fax charts show a trough developing over the Great Lakes. What's the next step?

Or, it is Sydney Harbor. There's a gale forecast for the Bass Straits on your way to Tasmania. Right now the wind is fair for the passage, blowing from the north - and there's always a gale forecast here anyway. The morning fax chart shows a small tropical depression, one that appears to be dissipating, 500 miles away to the north in the Tasman Sea. Do you go, or do you stay?

## Rx for the Perfect Storm

The situations above are real-life examples. The first refers to the 1994 Queen's Birthday storm. The second was the scenario for the infamous 1991 Halloween storm ("The Perfect Storm"). The third was the 1998 Sydney-Hobart Race storm. These storms all had two things in common, first the initial weather forecast missed them and second each weather system gave off early warning signals - if you knew what to look for.

Understanding weather is not that hard with the right tools. It is the key to safe, comfortable, and fast passages. Nothing is more important. No piece of gear, no design feature, no skill is as critical. With a basic understanding of meteorology you can read between the lines of the official forecasts to discern the risk factors, the things the meteorologists don't show you, and then decide for yourself what to do next.

What if you miss the signs and get caught? With the correct preparation and tactics, all of these storms were survivable, even in small craft.

## It Takes More than Luck...

After more than 200,000 miles of sailing, and a lifetime spent designing and building offshore yachts, Steve and Linda Dashew know that nothing is more important to successful voyaging than being prepared to deal with the vagaries of weather in all its forms, both pleasant and unpleasant. The Dashews' two newest books, *Mariner's Weather Handbook* and *Surviving the Storm: Coastal & Offshore Tactics* bring to you, for the first time, the knowledge used by the most respected professional sailors, forecasters, and world cruisers to make the most efficient use of weather while keeping out of harm's way by avoiding hostile conditions. These books will teach you how to do it too.

Written in an easy-to-read, conversational style, the Dashews' books are filled with first-person accounts that are fascinating as well as informative. *Mariner's Weather Handbook* and *Surviving the Storm* are engineered to be used as learning tools before you go to sea, and as quick references under way. They are filled with executive summaries and valuable checklists. Both are jammed with an incredible collection of illustrations.

*Mariner's Weather Handbook* and *Surviving the Storm* will teach you how to avoid bad weather, and use the good to your best advantage. And, they will show you how to prepare for the worst. You and your crew will go to sea more confident in your own skills, and the capabilities of your yacht. Your passages will be safer, faster, and more comfortable.

## Unconditionally Guaranteed

Read these books to learn the best way to make the weather work for you, how to avoid dangerous conditions, and how to prepare crew and vessel. Once you've read them, if you don't agree that this is the *best investment* you can make (in time and money) towards safe, comfortable cruising, simply return the books post-paid within 90 days for a complete refund.



## Everyone's talking...

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"The best books on these subjects I've ever seen." John Bonds, *Safety at Sea Committee*

"Essential...for any sailor who has even the slightest interest in developing a good understanding of the weather." *Practical Sailor*

"The most sweeping manual on heavy weather sailing I know." John Rousmaniere, author, *The Annapolis Book of Seamanship*.

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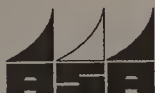




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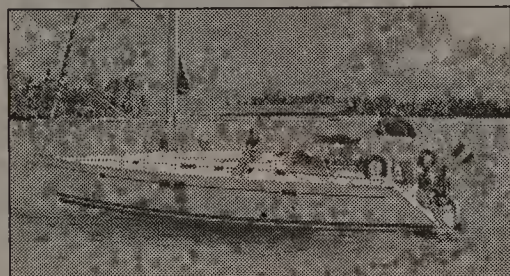
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## LETTERS

and Asia. In Europe and Asia, great ships or refinery corporations pay a token fee in penalties. That is the tradition in such matters. The government and corporations remain cordial — except on the rare occasion where a criminal penalty is levied. In the reality, the actual victims receive only small compensation through the government.

The American lawyer has been successful in making guilty parties responsible outside of criminal justice and in exacting civil monetary punishment from a guilty corporation. With frequency, I hear American citizens complain of civil litigation. But before you speak, consult foreign victims who have no redress against government and corporations — which are very often the same entity.

My belief is that your justice system is slower but more sensitive, and that because of furiously battling lawyers, Exxon will eventually be pressured into redress for small victims. In Europe, on the other hand, it would be a matter of a loving kiss of government by the corporate and legal establishment.

Dr. Jacqueline G. V. Maupu  
Berkeley

Dr. Jacqueline — We don't like to be so cynical, but our sincere belief is that the American system of justice is fundamentally lawyer and money driven — and largely corrupt. Among our complaints: 'justice' often goes to the highest bidder, that extortion is not only permitted but encouraged, and that for all practical purposes the majority of the population is denied access to the system. True, some American lawyers have been successful in making guilty companies pay for damages, but it's also devastatingly true that some American lawyers — armed with junk scientists and 'professional experts' gladly willing to lie for a fee — have been successful in bankrupting companies and their employees for damages they never caused. If you shoot somebody, you're considered innocent until proven guilty; but if you're a business being shook down by a lawyer, you're guilty until you can prove beyond all unreasonable doubt that you're innocent. It's a system that breeds crooks, slimeballs and parasites — and where justice is beside the point. So if Bennett first got screwed by the oil spill and then by the system of justice, it shouldn't come as a surprise to anyone. So many lawyers, so little justice — if you stick around America awhile, you'll understand.

### WINTER IN THE DELTA?

It looks as if I'll be out of the Puget Sound area and down the coast next summer, but some non-sailing related considerations may mean I'll need to stay in the U.S. for one more winter season. As a result, I'm looking at choices from Brookings, Oregon, down to the Sacramento Delta region. Can you refer me to any articles or websites that would provide information? I would hope to spend most of the time on the hook.

Michael  
Se Fjern  
Puget Sound

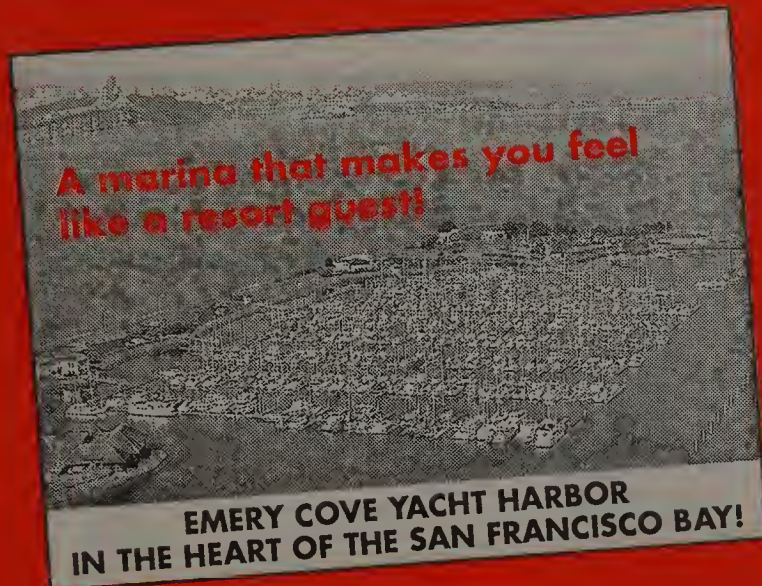
Michael — If you provided us with more specifics of what you're looking for, we could have better answered your question or better directed you to a resource. To each their own, but we think it would be a little on the dangerous and uncomfortable side to spend a winter on the hook anywhere in the Pacific Northwest. Some folks winter over in the Delta, but it gets cold as hell that far in from the ocean, and many businesses shut down. If you have the freedom to be wherever you want as long as you're in the United States, we'd spend the winter on a mooring in Catalina, where it's warm, cheap, close to everything you need, and would allow plenty of opportunities for mini cruises along



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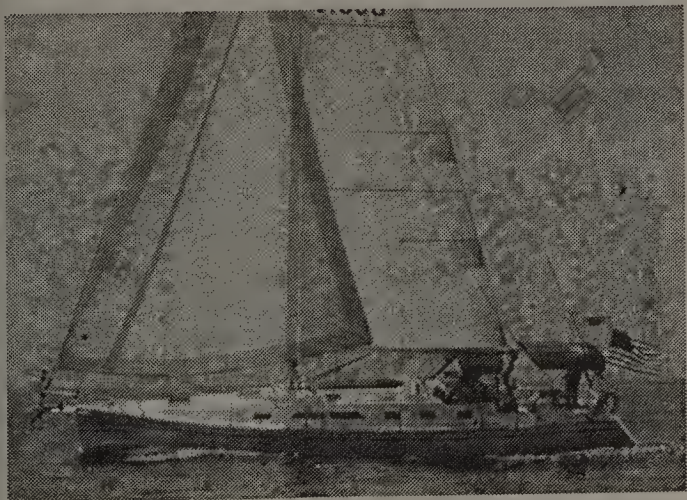
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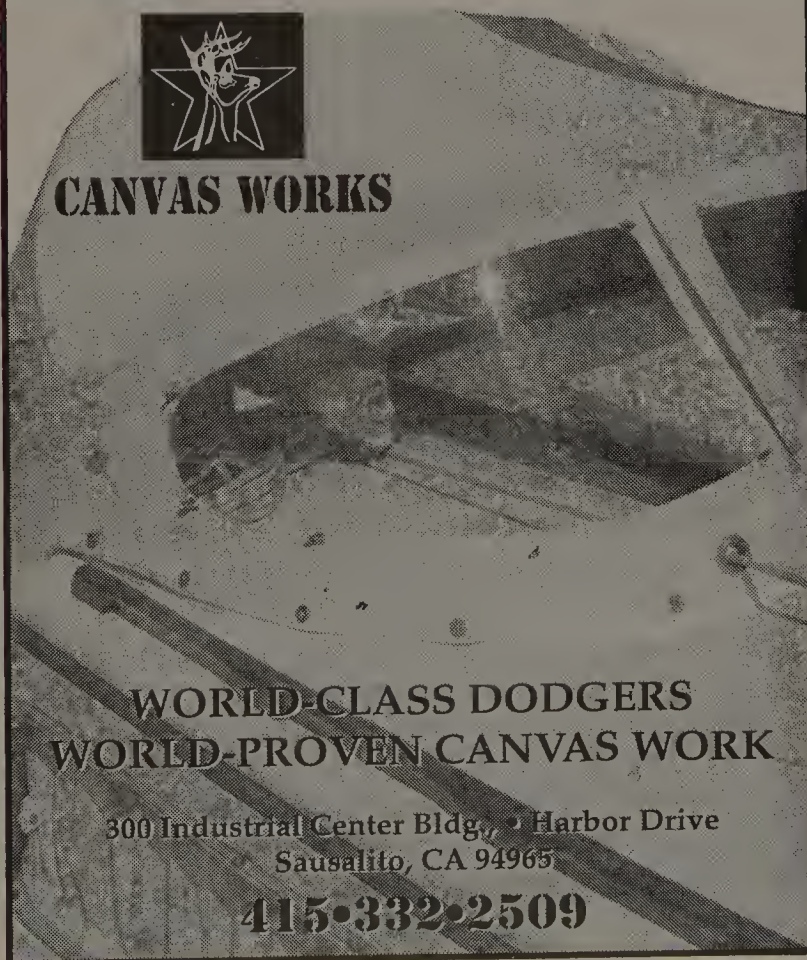
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## LETTERS

*the coast. Folks who've done it tend to rave about it.*

### ↑↓LOST YOUR SENSE OF DIRECTION?

It happened when we were eight days out of Kaneohe Bay, Oahu, bound for California returning the Santa Cruz 50 *Octavia* from Pacific Cup. The winds were light, so we were motoring and dragging fishing lines, when one of the crew spotted something floating. We circled about 50 yards around it hoping there might be a mahi mahi hanging out beneath it. When we closed in a little further someone said, "Shit, that's a sailboat rudder — a hi-tech one!"

As we closed in even further, we could see that it definitely was a rudder. About eight to nine feet long, it wasn't elliptical, but it was a high aspect spade rudder. Judging from the way it was floating, it must have been very light. Probably carbon fiber or something like that. There was no shaft showing, so it appeared to have broken at the bottom bearing.

"It was a bad day for the crew when that broke," exclaimed one of our guys.

We came across the rudder at 35°02'N, 114°27'W. Anyone have any information on what boat it might have come from? If so, please contact [captjohn@aloha.net](mailto:captjohn@aloha.net). Aloha.

John Humphrey  
*Octavia*, SC 50

*John — It's a mystery to us — particularly if it wasn't covered in barnacles. Can anybody else help?*

### ↑↓FM3 IS NOT A NEW RADIO STATION

We have some information to share with southbound cruisers who anticipate staying in Mexico for an extended period of time, and who perhaps plan on getting a temporary residency permit — the FM3 — while still in the United States. It's possible, for example, to get one from the Mexican Consulate in San Diego. This information is important, because last season several cruisers were fined because they got their FM3s in the States, entered Mexico with them, but didn't understand the additional requirement that they establish a domicile *within 30 days*.

In Mexico, the FM3 is similar to the 'green card' that legal aliens get for the United States. It doesn't give you the right to work, but does allow you to live temporarily in Mexico with multiple exits and reentries allowed. If you're only staying a short time, you get a tourist card, and have to get and turn in one each time you cross the border.

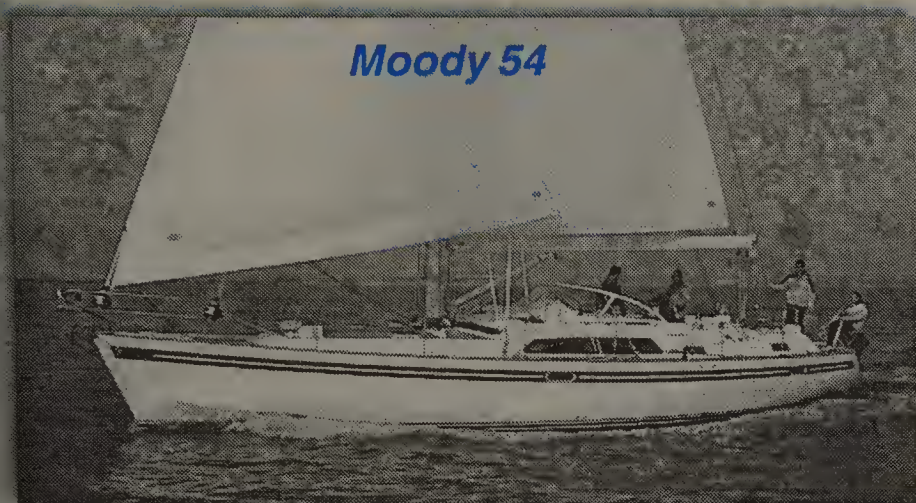
Having had such a great time in Mexico, we decided to stay in the country for longer than the six months we had originally planned. Having to leave the country to renew a visa every six months didn't seem attractive to us, so we decided to get FM3 documents. These only have to be renewed once a year, and you don't have to leave the country to do it. We left Mazatlan in April this year when our visas were almost expired and, instead of getting them renewed, initiated getting our FM3s at the Mexican Consulate in San Diego.

The Consulate gives you a list of requirements: copies of various documents, proof of financial worth, and what photos and other documentation you need to present. At the time we got our FM3s, the fee was \$88.00 U.S. — cash only. The consulate likes to see six month's worth of bank statements showing a monthly deposit of \$1,000 for you and \$500 per dependent. They're just looking for assurances that you're not an indigent who needs to find work in Mexico. They readily accepted our mutual fund statements showing our year-end holding. Two hours after filling out our applications, we had our FM3 book — they come in passport format. They clearly stated, in English, that we had to get them stamped at a point of entry within



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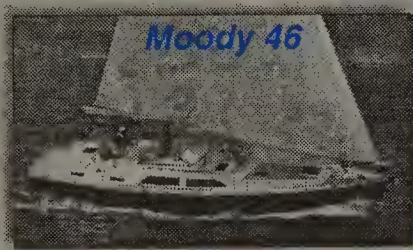
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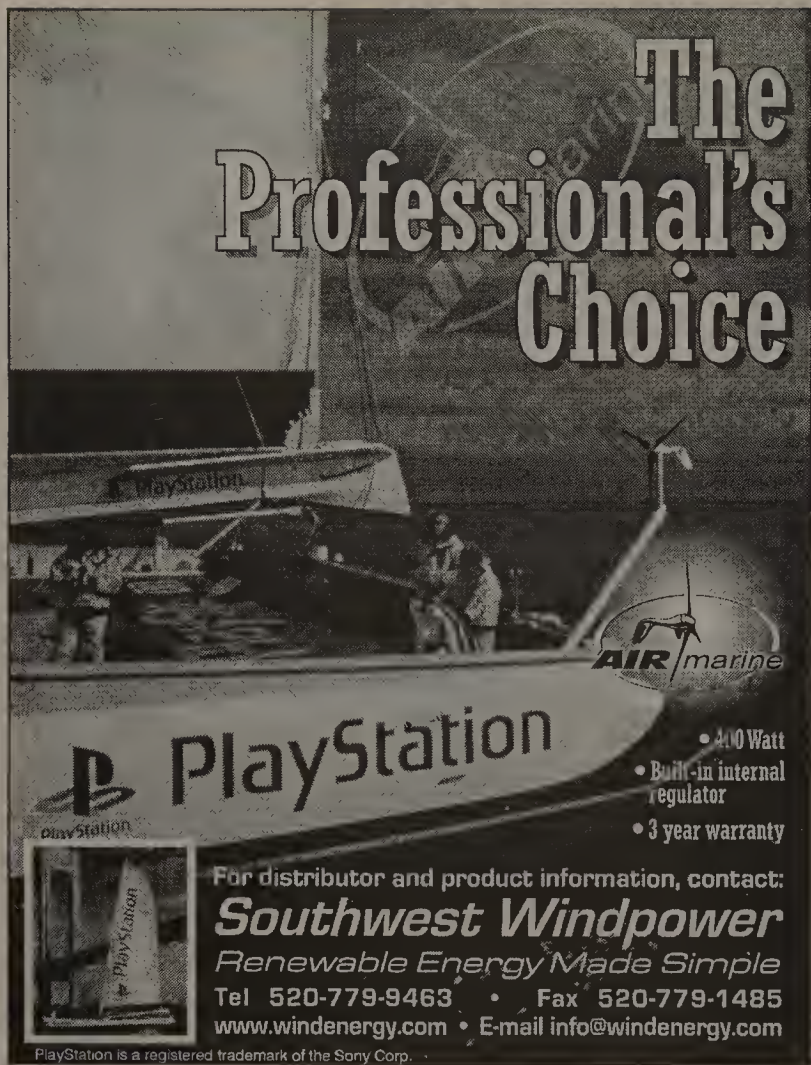
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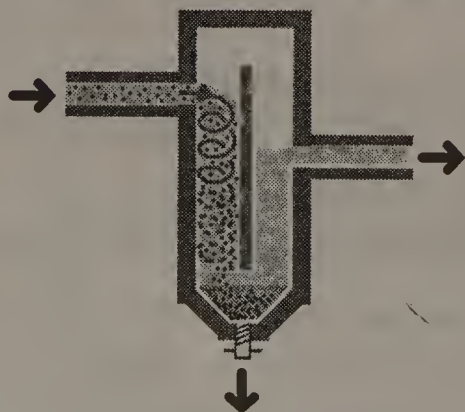
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## LETTERS

90 days or they became invalid. We did this on our return flight to Mazatlan.

If you don't read Spanish, however, you might miss the rule printed inside the front page that states you have to establish a permanent residence in Mexico within 30 days of getting your FM3 stamped. If you neglect to do this, you'll get fined when it comes time to renew the document the following year.

In our case, we went right away to immigration in Mazatlan and got the word on what to do. It didn't cost us anything but time and a few more passport photos — plus a letter in Spanish from the Harbormaster at Marina Mazatlan stating that we were permanently domiciled there, even though we would be traveling throughout Mexico. We also had to have three forms, provided and required by Immigration, typed in Spanish. The ladies at the Mazatlan Immigration office who handle FM3s are among the nicest we've ever met, being gracious to a fault. As usual, if you're nice to them, they'll be nice to you.

We are required to return to Mazatlan for the renewal of our FM3 a year from the day we entered the country on the FM3. If we wanted to renew in another location — say San Carlos or La Paz — we need to go through a change of address procedure at the new location, involving a small fee, more photos and forms, and more time. Big deal, as it would still be better than having to leave the country every six months to get a new visa.

It's also possible to get an FM3 after arriving in Mexico, but we don't have any firsthand experience.

Mike and Anne Kelty  
Michaelanne

Santa Rosalia, B.C.S., and Points North

Mike & Anne — "Decided to stay in Mexico longer than we anticipated . . ." Do we hear that all the time or what?

### ↑↓ SNAKE AND WHALE'S TALES

I'm writing in response to the July issue report about a man falling into a whale, and a woman dying as a result of being bitten by a coral snake lying among pineapples at a La Paz market. The coral snake story is true, although it happened several years ago in Mazatlan, not La Paz. I think it was even reported in *Latitude*. According to the story, the woman might have been saved if someone had administered CPR or given her an antihistamine to keep her alive until the medics arrived. Maybe a cruising doctor could comment on this.

As for the man falling into the guts of a dead whale, a couple of years ago I was anchored in the north anchorage of San Evaristo about 55 miles north of La Paz. This spot affords a clear view of the San Jose Channel. Looking towards the channel, I saw what appeared to be a cat-ketch rig moving into the southerly. The sails were almost black and the skipper was leaning back and holding on to something. Upon closer inspection with the binoculars, I saw two huge killer whales in staggered formation so that they did resemble a sailing rig with their giant dorsals. And attached to the dorsal of the aft killer — oops, orcas — was a line attached to a water skier.

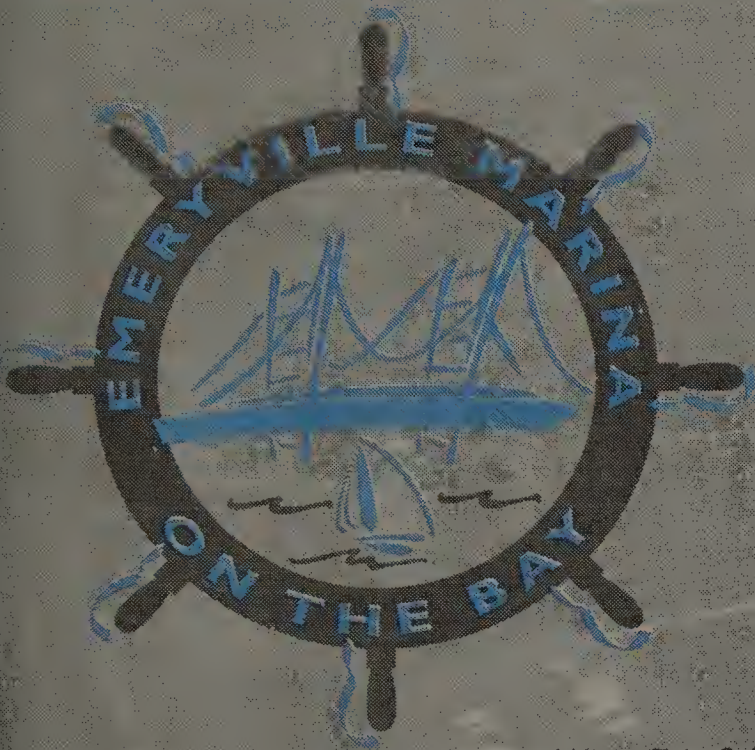
Do I get a free T-shirt?

Bill Robertson  
Shazam  
La Paz

Bill — What a pair of incongruous stories — that prove once again you have to be skeptical of everything you read, including what's in *Latitude*. The less specific the pertinent facts — who, what, where and when — the greater skepticism readers should have. As for the killer whales pulling water-skiing cruisers behind them in the Sea of Cortez, it's so common that no corroboration is necessary. So, no, you don't get a T-shirt. And what does



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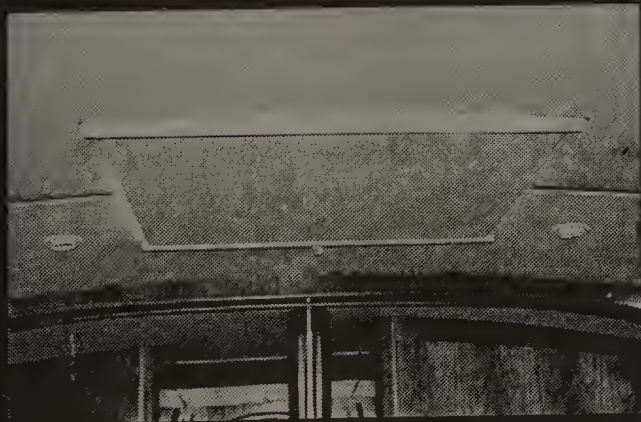
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## LETTERS

that have to do with the guy who fell into the whale car cass?

### ↑↓COMPUTERS FOR TORTUGAS

Thanks for a wonderful Baja Ha-Ha 2000; we've signed up to do it again with our boat *LogOn*. Last year you made several suggestions of goods to be donated or traded while in Mexico, so this year we thought we would donate an older computer or two to people in Turtle Bay. As the first stop for the Ha-Ha in Mexico, we thought a couple of computers might help the locals improve their services in a number of ways.

In discussing this concept with a friend, we came upon an organization — RAFT, Resource Area For Teachers — which refurbishes computers and donates them to schools. Usually the organization's donations are much larger than anything we were considering: 40 or so computers and associated support equipment. They work with the school to insure that support for the computers is available. This organization has never donated outside the U.S., but they do have a number of older computers of 486 to early Pentium vintage that are no longer being refurbished for U.S. schools — which might be donated to the Tortugas school or other deserving organizations in Mexico. By the way, we were impressed with the Tortugas school, as it was clean, fenced and very well kept.

Nevertheless, for donated computers to make sense, they have to have knowledgeable personnel to maintain them. And there might possibly be import restrictions. The bottom line is that we're looking for some guidance as to whether the Tortugas School system would be interested in a donation of computers. Do you have any contacts in Tortugas or any suggestions? We would like to get the donating organization together with the Tortugas people if this makes any sense.

Doug and Nancy Peltzer  
*LogOn*

Doug & Nancy — As you point out, donating a bunch of computers to such a remote place doesn't make sense unless someone there knows how to operate and troubleshoot them. We don't know if anyone does or how to find out. For the short term, we'd bring an old computer or two with you and check out the situation in Turtle Bay first hand. If it turns out not to make sense, you could easily donate them in a more urban area where there are people who are computer savvy.

Bringing computers to donate is terrific, of course. But the easiest way an American cruiser can make a big impact on a life in Mexico is by bringing bags of clothes and shoes, and maybe a few simple toys. Then make sure these are distributed in the more rural areas, which is where the really poor people tend to live. In fact, shame on any southbound cruiser who doesn't bring at least a small bag of clothes to share with those less fortunate. By the way, if you can't find really poor people, drop them off with Norm Goldie in San Blas, who will see that they get distributed in the mountains where young children sometimes die from the cold.

### ↑↓BLISSFULLY AWARE

Regarding your coverage of this summer's Pac Cup Race to Kaneohe Bay — specifically your rather odd choice of words to describe how my son Brendan and I were able to sail our beautiful 25-year-old Contessa 35 to that unprecedented lead we established by day three of the race. You said in the photo caption (under a marvelous photo), "The Huffmans blissfully sailed into the Montara Hole. . . ." and later in the text of the article you said again that we blissfully sailed into that hole where all you brilliant local sailors know not to go — anytime.

That scenario is far from the way things actually went during that first slow night. Very soon after our breezy start, Lo

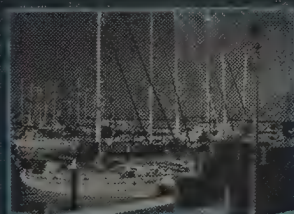




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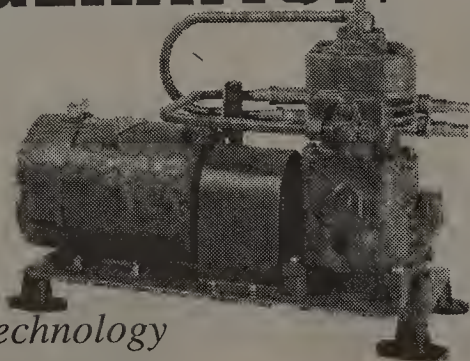
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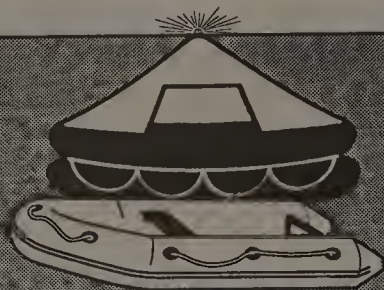
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## LETTERS

*Diana* led the fleet out under the Golden Gate. Once outside, the wind lightened to about six or eight knots and we changed up from our roller furling working jib to our excellent UK Tape Drive 135% roller furling genoa, our largest headsail. The light



Fred (left) and Brendan Huffman.

wind was directly from where we wanted to go — Hawaii — and I'm afraid all those racers who had chosen to go with jibs only were frustrated for lack of power as the headwinds lightened even more.

*La Diana* is a very good light air boat and we stayed in front, all the while carefully covering our fleet. By sundown, in foggy conditions, we were out to the Farallones. We were still all beating to

weather and neither tack was heading anywhere near the desired race course. Our fleet seemed to be favoring the port tack, heading up the coast, even though it was much slower due to the increasing head seas. As the night progressed, we both agreed that the starboard tack was so much faster that we must go that way in our efforts to get away from the coast as quickly as possible and into the hoped-for NW wind farther offshore. So, although we didn't relish the risk of splitting with our fleet, we figured that most boats would probably tire of bucking that chop and follow *La Diana* south on starboard tack. However, *La Diana* sailed south alone!

By about midnight, we lost sight of the other boats. *La Diana* was at least 20 miles outside Point Montara as the wind gradually lifted us to our course. (The course, incidentally, that my brother Jerry Huffman — navigator of a dozen TransPacific races — wrote on a post-it above my chart table: "If you can't decide on a better course, steer 232 degrees."). It also freshened to 16-20 knots and we beam-reached at hull speed for two days! We had no idea that we had a 'private' wind until the 0900 roll call position reports showed *La Diana* was about 40 miles ahead of the next boat. *La Diana* was launched in a fashion I have never heard of in any of my previous nine TransPac races!

During the balance of this most unusual race, we were able to hold onto our early lead until about day 10, when the sleds passed south of us. *Kokopelli*<sup>2</sup> passed us the last day about two miles to starboard, and *Osprey* swooshed past a few yards to leeward minutes before we finished late at night.

I can assure you that on *La Diana*, Brendan and I worked very, very hard to keep our lead. We had a wonderful time and congratulate the Pacific Cup YC for the superlative running of this year's race.

Fred Huffman  
Marina del Rey

Fred — Skunked by Montara again! Us, that is — along with a large chunk of the Pacific Cup fleet whose 'local knowledge' is what probably kept any boats from following you. Congratulations on your fine performance and on keeping an open mind around this notorious area. We wish *La Diana* continued 'blissful' sailing — and resulting success — in the future.

*Latitude 38* welcomes all letters that are of interest to sailors, but all submissions are subject to editing for the eternal virtues of brevity and clarity. Please include your name, your boat's name, hailing port, and, if possible, a way to contact you for clarifications.

Letters can be mailed to 15 Locust Ave., Mill Valley, CA 94941 faxed to (415) 383-5816; or e-mailed to [richard@latitude38.com](mailto:richard@latitude38.com)



# BALLENA ISLE MARINA

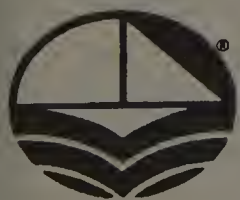
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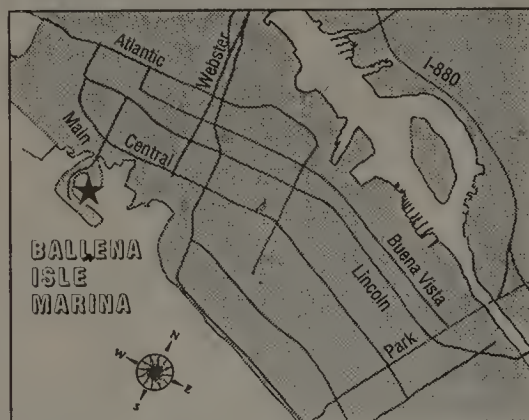
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# LOOSE LIPS

The Madonna of her time.

Swedish soprano Jenny Lind was so popular in the mid-19th century that today her name can still be found on everything from streets to theaters to products to porn stars. Her fame in the U.S. comes largely from a two-year nationwide tour with a promoter by the name of P.T. Barnum. Jenny was also the namesake of no fewer than four known sailing ships — and the subject of more than one figurehead. A few years ago, she was making news yet again. Seems that in 1994, Swedish antiques dealer Karl Eric Svardskog was researching the connection between Portsmouth-built clipper ships and singer Jenny Lind, when he was approached near the town of Goteburg, Sweden, by a farmer who asked, "Would you like to buy a scarecrow?"

The 'scarecrow' turned out to be the life-sized carved figure of a woman that had been stored in a local barn for about 100 years. And wonder of wonders — the figure showed an uncanny resemblance in face, hair, clothing and body type to the hugely popular 'Swedish nightingale,' Jenny Lind. But finding out what ship she was from was harder than Svardskog imagined. She didn't seem to fit with any of the known *Jenny Linds*, but when Svardskog came across mention of an American tea clipper called *Nightingale*, the pieces started to fall into place.

Turns out New Hampshire shipbuilder Samuel Hanscom was as entranced with Jenny as anyone. In fact, obsessed may be a better word. Svardskog found out that the clipper was named *Nightingale* at the last minute (instead of a previously planned name), and that Hanscom went to great pains to insure that the new ship was in Boston the same week in 1851 that Jenny was performing there. She could easily have posed for the figurehead then.

There were many other enticing clues, all as circumstantial to be sure — even down to a bullet hole in the figurehead that Svardskog speculates came from when she grounded in Missouri during the Civil War. Records indicate that the figurehead and deckhouse were taken off the aging *Nightingale* in Norway in 1885, and an elderly resident of Goteburg recalls that the old 'scarecrow' did come from a ship in Norway.

*Nightingale* herself was lost in 1893, but 'Jenny Lind' may one day do an encore tour of the U.S. more than 100 years after she died in 1887. Madonna could only wish to re-invent herself so many times.

Delayed congratulations.

Back in May, the Marine Fabricators Association (MFA) held their National Convention aboard the cruise ship *Norwegian Majesty*. Among recipients of awards for Marine Fabrication Excellence was Cover Craft, which received two awards, including a first place in the 'Hard Top Dodgers' category. Tim Krase, a longtime advertiser and good guy, runs Cover Craft in Point Richmond. Congratulations (better late than never), Tim!

Westworld central.

Westsail was one of the most successful production companies in the universe. During their short but sweet run from 1971 to 1976, they produced a phenomenal amount of boats. At the height of glory, 46 Westsail 32s went out the doors in one month. By the time they filed Chapter 11 in 1977, a total of 830 Westsail 32s had been built, along with 120 42s, 65 43s, 60 28s and a handful of 39s. Many owners of these boats belong to the Westsail Owners Association. This organization welcomes owners, previous owners, Westsail seekers, and those who just want to know more about this breed of long-range cruising boat. They can be reached at the new address of: Westsail Owners



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## LOOSE LIPS

Association, PO Box 3471, Merrifield, VA 22116-3471. The association is also online at [www.westsail.org](http://www.westsail.org), and can be reached via email at [westsail@westsail.org](mailto:westsail@westsail.org).

Any other class organizations out there got new addresses or websites? Let us know and we'll share them with the world in future issues.

### Big bucks for Parkinsons.

Last issue we mentioned that AXA Pacific Insurance, which sponsored Barry Ruff's entry in this year's Singlehanded TransPac, was running a concurrent fundraising effort for Parkinson's research. To date, the Canadian-based AXA has raised more than \$25,000 in that project, all of which will go to the Pacific Parkinson's Research Institute. The PPRI provides funding for the degenerative disorders clinic at the University of British Columbia, one of the world's leading research facilities. Our hats are off to AXA for going beyond the call of duty in their sponsorship of sailing!

### Do people care this much? People do. . .

Chevron Corp. has offered three retired offshore oil rigs off the California coast to the Federal Bureau of Prisons for use as offshore penal sites. Wasn't Kurt Russell in this movie?

### For a good time, mention you're from San Pedro.

There's a yellowed photo in the Los Angeles Maritime Museum that shows a group of what appears to be seven South Sea Islanders in 19th Century formal attire. Here's the caption that appears below the picture:

*Group of Gilbert Islanders who were rescued at sea from a lifeboat or raft after the interisland trading vessel on which they were traveling foundered. Taken aboard the Respigadera, they (traveled to) San Pedro. Kind citizens cared for them and provided transportation to San Francisco, wherefrom they embarked for home. This happy ending resulted in a feeling of high regard in the Gilberts for anyone coming from San Pedro or San Francisco for a number of years.*

Can you imagine? Going over to the next island to see Aunt Nui for the weekend and the next thing you know, you're landing 4,000 miles away in San Pedro. Then you have to catch another ship and sail 4,000 miles back. Also try to imagine convincing your wife — who hasn't seen you in, like, five or six months — that it really happened just that way.

### The last free ride.

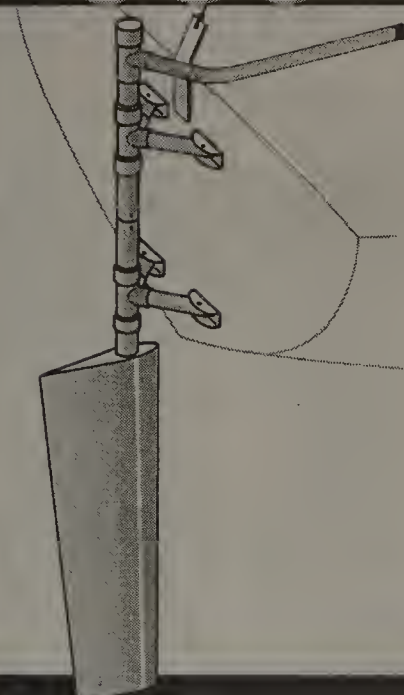
Elsewhere in this issue, you'll read about the restoration of the landmark Sausalito vessel *Whitefin*. The boat and its colorful owner, Joe Tate, were the subject of an early docudrama called *The Last Free Ride*, which dealt with the houseboat controversy of the '60s and '70s. The film, which depicts the free-wheeling liveaboard enclaves of those days, has achieved cult status and is a popular free rental from the Sausalito library.

On October 15, the Richardson Bay Maritime Association presents the latest in its ongoing Earl Gates Memorial Lecture Series: *The Great Sausalito Waterfront War — Battle of the Houseboats*. This multimedia presentation will feature highlights from *The Last Free Ride*, as well as a slide show by multi-talented Phil Frank and a live performance by Si Si Dawn, whose protest songs form the soundtrack to the movie, and the battle hymns of the liveaboards.

The lecture begins at 7 p.m. at the Bay Model Auditorium (2100 Bridgeway). Admission is free. For more information, call Barry Hibben by phone (415-383-2279) or email ([dhjr01@prodigy.com](mailto:dhjr01@prodigy.com)).

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## LOOSE LIPS

The real thing.

God forbid any sailor should ever actually have to use an inflatable liferaft. At the same time, popping one open and climbing in is not something that you can routinely practice every weekend, either. Sal's Inflatables of Alameda has come up with a plan to remedy that. Teaming up with Mariner Square Athletic Club, also in Alameda, they invite all blue-water cruisers and racers to grab a swimsuit and come over to Alameda's largest indoor pool on October 7, from 7 to 9 p.m., to experience climbing into inflated Switlik and Givens liferafts. Sal has offered to bring an immersion (survival) suit as well, for people who want to practice getting into one of those in the water. For more information and to RSVP, call (510) 521-2727. A suggested donation of \$5 per person will help cover the use of the pool.

An epidemic of mischief.

Kids — and other mischievous individuals — have been making prank calls as long as there have been telephones. But when those calls tie up the resources of emergency services, they could result in dire consequences.

According to Coast Guard rescue coordinators, prank *mayday* calls in the Bay Area are a serious problem, accounting for over half of all such calls in the entire state. When a *mayday* is heard by the Coast Guard, operations officers have to make a split-second determination whether or not to launch their air and sea resources, and more often than not they give a 'go' order, even if they have some doubt as to the *maydays* authenticity. Not only do false *maydays* cost taxpayers money in wasted resources, but they potentially put the Guard and other agencies at risk should a real emergency arise.

A case in point occurred last spring on Opening Day. Shortly after a naval vessel headed out to sea through the Golden Gate, several crewmen were injured while working on deck, when the ship crashed through large waves. At least one of them needed to be evacuated, but before CG Group San Francisco could respond, they also received a brief *mayday* from elsewhere in the Bay, and had to divert a helo to search for a vessel in distress within a broad area — naturally, there was no second call, nor any coordinates given. Luckily, there were several helos available at that moment, so the Navy sailors were expediently evacuated to a medical facility. Meanwhile, another helo searched in vain for a fictional vessel in distress — burning up your tax dollars in the process.

Making the whole issue particularly frustrating for Guardsmen is the fact that technology exists which could pinpoint the location of each call by triangulation. (Currently, they typically have only a single line of direction to work from — remember when we all used RDF to navigate?) Sadly, according to local officers, the Coast Guard's budget probably won't allow for the purchase of a more comprehensive tracking system for several more years. The obvious irony is that here in the most technology-savvy area in the world, the folks who are charged with saving our lives on the water have to do their jobs with relatively ancient technology.

Perhaps it's time for some high tech philanthropist to lend them a hand. Anybody out there listening?

Did you know . . . ?

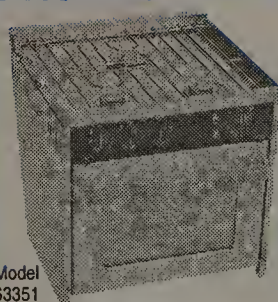
The word 'hijack' may have its origins on the waterfront where, according to one theory, prostitutes lured lonely sailors with the come-on, "Hi, Jack!" Anticipating what all sailors anticipate after long sea voyages, the horny, hapless fellow would eventually be knocked on the head and, well, hijacked onto an outbound sailing ship, where he'd wake up penniless.

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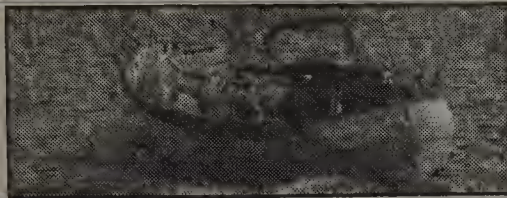




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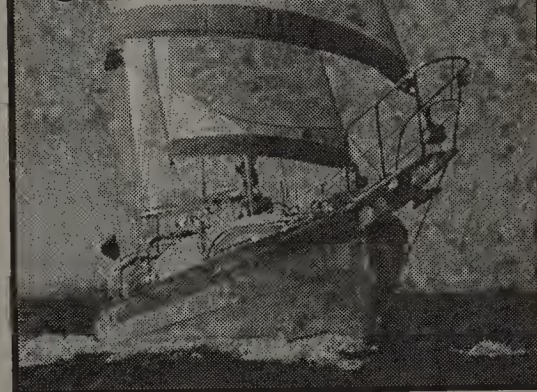
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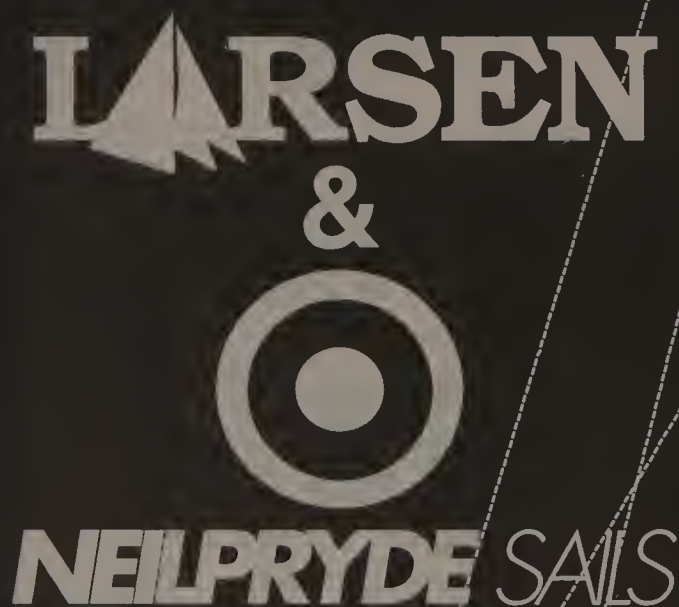


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## LOOSE LIPS

High tide and run fast.

Even though we have relocated to Colorado, our Catalina 34 Celebration remains berthed at South Beach Harbor. One of



the first things on our list whenever we return to the Bay Area is to procure the current edition of *Latitude 38*. During a recent trip from SFO to France, *Latitude* was our reading of choice.

We visited the Normandy and Brittany coasts of France. Beautiful — but from the sailor's perspective, the most interesting feature was a 30-foot tidal change. It has to be seen to be believed. It occurs so quickly you can see it happen! Locals say it makes the sailing "challenging."

— ed and sheila o'leske

Foiling pirates.

With piracy against commercial shipping on the rise, the International Maritime Bureau (IMB) has launched SHIPLOC, a system that allows shipowners to track the exact position of their vessels at any time. The shipboard part of the system is a transmitter about the size of a shoebox. Via a satellite network, it downloads the ship's position regularly, either to an owner's email and/or the SHIPLOC website ([www.shiploc.com](http://www.shiploc.com)). If the ship is hijacked, the IMB, with authorization from the ship owner, will be able to access the ship's data. IMB will then alert the appropriate law enforcement agency who will take the necessary action. (Easily concealed, the transmitter runs off either ship's power or its own on-board battery.)

According to the ICC International Maritime Bureau in London, the number of reported piracy attacks worldwide for 1999 rose to 285, an increase of 40% compared with 1998 figures and almost triple the 1991 statistics. A recent case was that of the tanker *Global Mars*. With 6,000 tons of palm oil products aboard, the ship was hijacked by a band of pirates barely a day after setting sail from Malaysia 4 months ago. The masked, armed bandits set the crew adrift in a fishing boat, in which they made it safely to shore. The ship, which had been renamed *Bulawan*, was later discovered and impounded in Hong Kong. For more on this and other cases of piracy, check out [http://www.cargolaw.com/presentations\\_casualties.html](http://www.cargolaw.com/presentations_casualties.html).

Californian dreaming.

Berths are now available for the state tallship *Californian's* return trip from her summer on the East Coast. Costs for the 3 to 9 day legs down the East Coast, to Jamaica, and across to Panama run from \$600 to \$1,350 and include all meals and instruction in the use of ship's equipment. For more, call the Nautical Heritage Society at (800) 432-2201.



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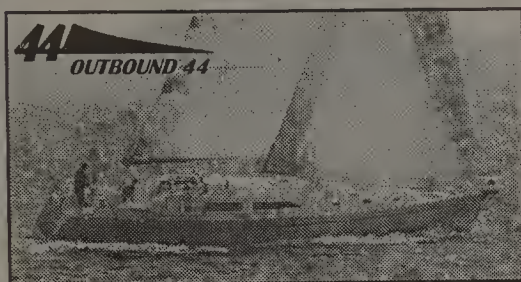
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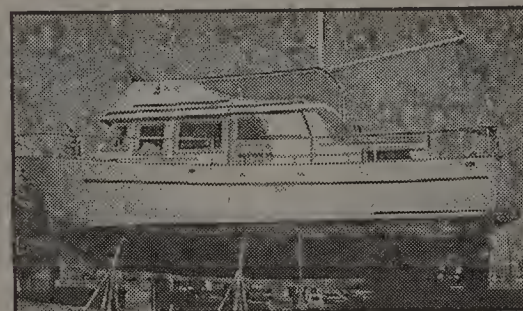
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# SIGHTINGS

## olympic hopes dim

Medal prospects for the U.S. Olympic sailing team looked bleak as this issue went to press. Of the 11 fleets, one racing series was over, and for the Americans, five others might as well have been. Hopes were still alive in only four fleets: the Men's and Women's 470 classes, the 49ers, and the Finns.

In the 470 Men and Women's class, Team USA stood third and sixth, respectively, with three races to go. Only 6 points separated Paul Foerster and crew Bob Merrick from the first place Australian team, while JJ Isler and crew Pease Glaser trailed the women's 470 leader, also Australia, by 9.

Brothers Jonathan and Charlie McKee were in third with only one race to go in the 49er class, and likely will have achieved a bronze or silver medal by the time this issue comes out. Finland clinched the gold with a spectacular performance that mathematically put them out of reach earlier in the 16-race series. The McKees stood at 63 points to Great Britain's 57 with only one race to go.

Finn racing had just begun, and after 2 of 11 races, San Francisco's Russ Silvestri was running 9th in the 25-boat fleet. "Everybody's been telling me how tricky the wind is," noted Silvestri. "Now I believe them!" Great Britain was the early leader in this fleet, with Poland close behind.

Also in the early stages were the Stars. After 2 of 11 races, USA's Mark Reynolds and Magnus Liljedahl were running 10th in the 16-boat fleet. Spain was leading.

Among those coming home with 'golden memories' is Californian Lanee Butler, who finished fourth in Women's Mistral (sailboards). "I'm probably the happiest fourth-place finisher ever!" said Butler, who was competing in her fourth consecutive Olympics. Italy won the gold. Down

## fleet week

Fleet Week returns to the Bay in October. And despite the presence of a small but determined cadre of protestors who turn out every year, it is planned to be bigger, longer and better than ever.

This year's celebration kicks off with the Parade of Ships at noon on Friday, October 6 (rather than Saturday as in the past). This year, participants include the aircraft carrier *USS Constellation*, the submarine *USS Key West*, and other Navy craft *USS Boxer*, *USS Kinkaid*, *USS Harpers Ferry*, *USS Mobile Bay*, *USS Cleveland*, *USS Thatch*, *USNS Guadalupe*, as well as the Coast Guard Cutter *Chase*. Conditions permitting, the *Constellation* plans to launch between four and seven aircraft inside the Bay. Launching will commence at 12:40 and will likely include F-14 'Tomcats', F-18 'Hornets' and other aircraft.

Another Friday highlight: The Blue Angels will be signing autographs from 5-9 p.m. in the parking lot of the Franciscan Restaurant on Fisherman's Wharf.

The Centerpiece of both the Saturday and Sunday shows will, as always, be the fabulous air show put on by the Blue





## returns

Angels. Showtimes for both days — weather permitting — is 3 p.m. (Note that this famous Navy precision flying team will also practice at 3 p.m. on Friday, which is tantamount to a third full show.) Also on both weekend days, all the Navy ships will be open for public visits at various locations in San Francisco, Oakland and Alameda.

A special Saturday treat — and a first for Fleet Week — will be a parade of Bay-based tallships at 11 a.m. (A limited number of spaces are available; call 415-331-3214 for more information.)

There are tons more shoreside activities planned, including fun runs, an Emergency/Disaster Preparedness Fair and (Sunday only) the Italian Heritage Parade. You can find out more about all Fleet Week activities by logging onto [www.fleetweek.com](http://www.fleetweek.com).

For those planning to watch from boats, be advised this event draws some of the largest on-the-water crowds of the year. Pay attention to what's going on around you and stay out of the 'no boats' zone that will be well established by the Coast Guard.

## olympics — cont'd

in the Men's Mistral class, two-time Olympic medalist Mike Gebhardt of Florida finished 11th. "I think all the races I sailed were throwouts," noted Mike, a bronze and silver medalist from past games. Austria won the gold.

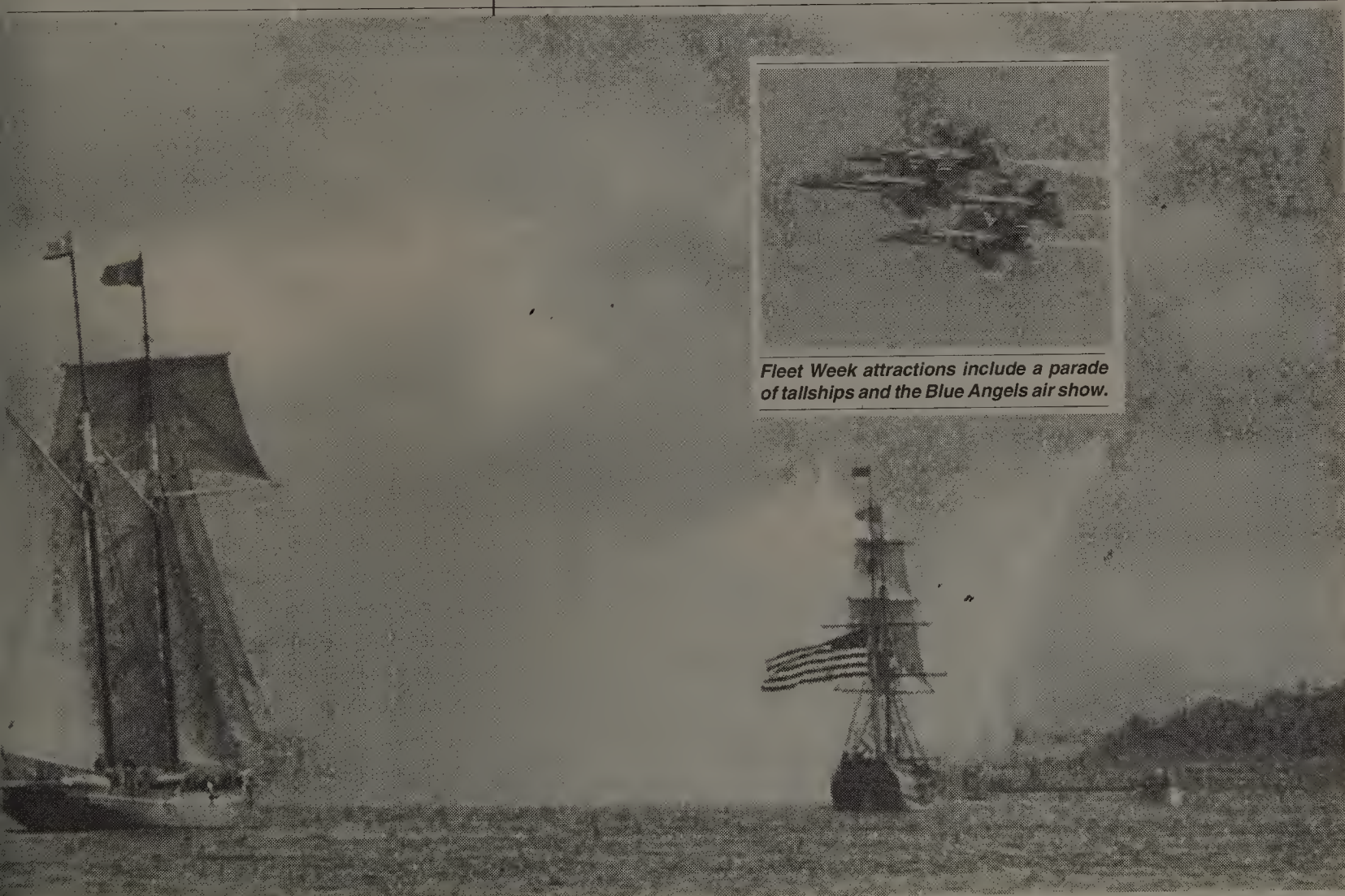
The American Soling team of Jeff Madrigali, Craig Healy and Hartwell Jordan were eliminated from further competition in Round Robin 2 of the matchracing segment. "Not a good day for us," noted Madro, who (with a different crew) won a bronze medal in this class in Savannah. "You have to make the right decisions out there and we didn't make enough of them." Going on to the semifinals were Denmark, Germany and Russia.

In other classes, USA's John Myrdal stood 19th in the 43-boat-strong Laser fleet after 6 of 11 races. Europe sailor Courtenay Dey was running 16th in the 27-boat Europe class after 6 of 11. And US Tornado sailors John Lovell and Charlie Ogletree finished their 11-race series in 7th place.

In the months to come, you are likely to read a lot about 'what went wrong' for the U.S. Sailing team. Please remember, when you do, what went right. Each of these individuals and teams spent long, lonely days on the water honing their skills. They spent months or weeks or years away from friends and family traveling to regattas to race against the best in the world. Some (such as Madrigali/Healy/Jordan in Solings) won World Championships in their classes. And all of them won very tough Olympic qualifying regattas against other sailors who had sacrificed just as much or more. In short, they earned a place on the Olympic team the old fashioned way — by working their butts off for it. Whether they win gold, silver, bronze, or just the respect for having done their best, we should be proud of each of them.



*Fleet Week attractions include a parade of tallships and the Blue Angels air show.*





# SIGHTINGS

## *whitefin* — the last free ride

"Steer her easy by easy," said the helmsman, 'Boats,' as he handed the wheel over to another crewmember. We were rounding Tiburon Point on a beautiful late summer afternoon on a reach towards Paradise Beach. It seemed an appropriate destination and, at that point in time, it was hard to imagine heading toward a better place. These days, the same seems true for *Whitefin*, the 70-ft junk-rigged wooden schooner we were all aboard.

The crew and guests aboard *Whitefin* were enjoying a rejuvenation of this colorful schooner, thanks to the efforts of her new owner,

continued on outside column of next sightings page

## new laws

Governor Gray Davis signed a bill into law last month that would require boaters under the age of 12 to wear lifejackets at all times while aboard. Previously, only kids 6 or younger were required to wear lifejackets.

The bill was mainly aimed at water skiers and users of PWCs (personal watercraft such as jet skis), but will of course be enforced on all types of boats.



Above, 'Infallible' at work. Spread, 'Whitefin' rides again. Right, good times — and good memories — return to the boat's expansive decks.



## for boaters

The Governor also signed a bill that would require boaters convicted of a moving violation to take a state-approved boater education course similar to that now required of automobile drivers. This was also aimed primarily at PWC riders, who are involved in a disproportionate amount of accidents every year.

Both laws go into effect on January 1, 2001.

## whitefin — cont.

Sausalito's Dave Gissendaner. And we were amused to note that it was a far cry from her inauspicious beginnings.

*Whitefin* was built at the Triple A Shipyard in Los Angeles in 1917 — as a tug for the Standard Oil Company! She was launched as *Infallible* and spent most of her commercial life working out of Richmond, California. Her name was an indication of her massive construction — 2" thick fir planking on 6" sawn oak frames, with a 1-1/2" inner ceiling (or 'liner' in nautical terminology) and 5" x 8" stringers, or horizontally-fastened supporting members. Deck beams are as thick as 12" x 12", and an ironwood rail wrapped around the boat to protect her hull. This stout construction is still evident after 83 years, and is a testament to *Whitefin's* longevity.

She was sold several times under several different names for the next 50 years until an energetic Sausalito-based rock band leader named Joe Tate bought the boat, then named *Richmond*, in the early 1970s. Tate let his imagination run wild, and with the help of his band and various local crew members, soon converted her to a junk-rigged schooner. They begged, borrowed and swapped for most of the materials and furnishings, including an engine that was salvaged from a fishing boat that had gone onto the rocks near Mendocino. Tate's adventurous crew rappelled 120 feet down a cliff to put a sling on the engine. It was then airlifted out by helicopter to a local friend's ranch, where the engine, spewing gallons of oil, was unceremoniously dropped by the pilot into a rose garden.

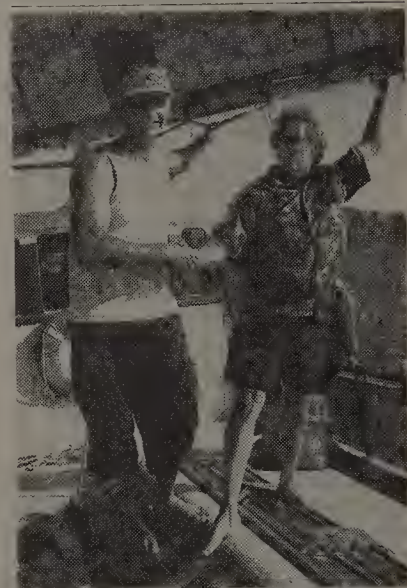
After fashioning a main mast from a telephone pole, ordering a set of sails from Hong Kong and even "scrounging a few more parts and pieces from the Sausalito mud flats," according to Tate, he and his band, Red Legs, departed Sausalito and headed the schooner south. After an eight month cruise full of adventures, mishaps and even some mayhem, they arrived in Costa Rica. There they took on a load of coffee beans as 'cargo,' and sailed off to Hawaii.

Before reaching Hawaii, Tate and the crew had to fight their way through a hurricane. Battling huge seas while running downwind at 15 knots under bare poles, the rudder sheared off. Tate and crew, now in survival mode, had to fashion an emergency rudder and sail over 200 miles before they finally made a safe landfall at Hilo. Ever resourceful, Tate's crew fashioned a new steel rudder from scrap at a nearby sugar cane plant.

Tate and the crew enjoyed sailing around Hawaiian waters for several months before heading back to Sausalito, where the boat became the local gathering place for the waterfront at large. During the infamous 'hippie heydays' of the '70s, Tate and the *Richmond* played host to many events, including a wedding where 88 people showed up. During these colorful times a video called *The Last Free Ride* was made, which became a Sausalito cult classic.

Not long after, during the infamous Sausalito 'houseboat wars' and ensuing evictions of the early '80s, Marin County officials came down one day with a warrant to evict *Richmond* from Sausalito's Napa Street Pier. Tate, who'd gotten wind of the raid earlier, was ready for them. The day before, he had officially changed her name to *Whitefin*, complete with a new vessel document and freshly painted name boards on her side. Unable to locate any boat called *Richmond*, the officials left.

continued on outside column of next sightings page



Dave Gissendaner and Joe Tate.



ALL PHOTOS JOHN SKORIAK EXCEPT TUG, COURTESY DAVE GISSENDANER





# SIGHTINGS

## *whitefin* — cont'd

Tate sold *Whitefin* in the early 1990s and she passed through several owners and upgrades. By 1999, the boat was languishing in the Sausalito anchorage. That's when Sausalito-based commercial diver Dave Gissendan entered the picture.

Gissendan was no stranger to boats. He had owned and rebuilt several large commercial steel vessels, and knew his way around engines and systems. But he had never planned on a boat 83 years old. Despite the fact that his successful diving business kept him busy from dawn to dusk — and that a 70-ft wooden boat was about the last thing he needed — Gissendan threw caution (and reason as well, according to some of his friends at the time) out the window. With a handful of cash and a dream, and without ever having sailed — much less even surveyed — the boat, Gissendan became the new owner of a waterfront legend.

But fortune favors the bold, as the saying goes. Rather than finding himself with an old wooden hulk and the inevitable disillusionment, Gissendan realized that *Whitefin* might be old, but she was sound.

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*whitefin* — cont.

He rolled up his sleeves and got to work.

Soon he had rebuilt the diesel power plant and started to rebuild the interior. A new bunk here, a table there. Meanwhile, the word got out on the waterfront and it wasn't long before *Whitefin's* 'friends' began to emerge — kids who had been raised on the boat, former owners who had sailed her across oceans, tenants who had lived aboard and helped preserve her during inactive times. Even new fans who wanted to become involved in a community waterfront project.

Gissendaner's plans are to enjoy local cruising on the Bay with his friends while continuing the refit on *Whitefin*. No sponsors here, as he finances this project out of his own pocket. Gissendaner feels it's a way to pay back the local waterfront community for his 15 successful years in the diving business, as well as continue Tate's tradition of *Whitefin* as a local 'community boat.'

Future plans call for a cruise south to Mexico next season, exploring and diving the Midriff Islands of the Sea of Cortez. Following a Mexican cruise, he plans to take *Whitefin* to Vancouver Island and up the Inside Passage. He hopes to invite friends and crew to join in any part of the adventure and does not plan to do any chartering of the boat at all. Following the tradition of the boat, Gissendaner wants the *Whitefin* to remain what it has always been — the last free ride.

— john skoriak

## masters of the universe

We don't normally devote space in the magazine to previewing coming attractions — unless they are extra special. The 22nd Annual International Masters Regatta, which will occur at the St. Francis YC on October 20-22, falls into that category. The successful format of the last two years will be the same (J/105 fleet racing for skippers over 55 and crews over 45), which isn't the big news. What makes this year's regatta unique is the guest list — it's a gathering of sailing legends the likes of which haven't been assembled this side of the Pearly Gates.

Headlining the 2000 Masters roster is Paul Elvström, widely regarded as the best sailboat racer of all time. How organizer Don Trask coaxed the Great Dane out of retirement and back onto the race course is anyone's guess — but anyone who has dealt with Don knows he can be very persuasive! The other 'legends of sail' who accepted Trask's invitation this year are, in alphabetical order: Chris Bouzaid (Newport, RI/NZ), Bill Buchan (Seattle), Malin Burnham (San Diego), Dick Deaver (Los Angeles), Roy Dickson (NZ), Hank Easom (Tiburon), John Jennings (St. Petersburg, FL), Bob Johnstone (Charleston), Bruce Kirby (Rowayton, CT/Canada), Kai Kruger (Germany), Tom Leweck (Marina del Rey), Kim McDell (NZ), Bruce Munro (San Francisco), Lowell North (San Diego), Pelle Petterson (Sweden), Don Trask (Piedmont), and Brian Trigouich (NZ).

The Masters and their crews will start rolling into town on Wednesday, October 18. The five-race Cityfront regatta will begin Friday afternoon, October 20, and end Sunday. To kick off the festivities, St. Francis YC will be hosting a round-table discussion with at least half of the above luminaries. The event, which runs from 7:15 p.m. until "when-ever", will be limited to the first 150 people to pony up the \$15 cost of admission (which is a donation to the StFYC Sailing Foundation). The doors open at 6:30 p.m. for coffee, dessert and no-host cocktails.

The Masters will discuss such topics as the impact of pros on recreational sailing, the America's Cup, round-the-world racing, new boat designs, old boat designs, governing bodies of the sport, who will win the upcoming J/105 regatta, and anything else that comes to mind.

We wouldn't miss it for the world, and recommend anyone that wants to be there run — don't walk — to the nearest phone and call the StFYC (563-6363) to reserve your seat. It could well be sold out by the time you're reading this, but call anyway — hopefully, if the demand warrants it, the club will figure out a way to expand the evening to accommodate more sailing fans.



In a Masters Regatta, not all that creaking and groaning is coming from the boats. Spread, scenes from the '99 regatta. Above, the '98 Masters.



# SIGHTINGS

## tallship designers

One of the country's newest tallships is the 85-ft LOD *Amistad*, a replica of the slave ship made famous in the 1997 Steven Spielberg movie of the same name. Most of you might already know that the



California State tallship *Californian* played the part of *Amistad* in the movie. But it may be news to you (it was to us) that the replica was designed right here in Richmond — the Richmond at the other end of the San Rafael Bridge.

Andrew Davis and Peter Boudreau of Tri-Coastal Marine, Inc. — located in a nondescript brown shingle building perched on a rotting pier off Cutting Boulevard — were actually commissioned to design the vessel two years before the movie screened. An amateur historian named Warren Marr got the idea to build an *Amistad* replica at the Tall Ships parade in New York in 1976, but it wasn't until 1995 that serious money was available to design it. After the movie came out, *Amistad America* was able to get the money to build the

'barky.'

Davis and Boudreau have known each other since 1976 when they helped build and sail the original *Pride of Baltimore*. They're both hands-on kind of guys, and have worked at designing, building and sailing replica vessels all of their adult lives. While Davis has a strong background in wooden ship building (he was the master shipwright for the *Spirit of Massachusetts*), he also has an MS in naval architecture from Cal. He's the technical side of the design team. Boudreau literally grew up on large sailing ships, doing his first transatlantic crossing on the topsail schooner *Caribbee* — at age 2. By his early 20s, he was skippering big replica schooners like *Pride of Baltimore* and *Harvey Gamage*. Later he built the *Lady Maryland* and *Pride of Baltimore II*. Of the two, Boudreau is much more the creative designer, and you see his aesthetic sense in every new Tri-Coastal design.

Combining beautiful aesthetics with minute engineering detail is the hallmark of Davis and Boudreau's work. As an example of the thoroughness of that work, Davis notes that none of the builders of *Amistad* at Mystic Seaport had ever built a wooden ship before — yet they were able to do a great job because of the detailed technical drawings, full sized patterns, and constant technical assistance provided by Davis and Boudreau.

Another recent project in which Tri-Coastal was heavily involved was the complete rebuild of the 1853 sloop of war *USS Constellation*. The three-year effort in Baltimore consumed more than 400,000 board feet of lumber and 125,000 man-hours, making it, to Davis' knowledge, the most extensive restoration of a wooden ship in history.

You would think that demands for the design and refurbishment of sailing ships might be few and far between. But we seem to recall reading somewhere recently that there are more wind powered ships currently being planned, built or sailing now than at any time since the days when virtually all ships were built solely to haul cargo. Whether or not that's true, Tri-Coastal's plate is full with current projects, such as consulting on the two brigantines under construction at the Los Angeles Maritime Museum (*Irving Johnson* and *Exy Johnson* are sched-

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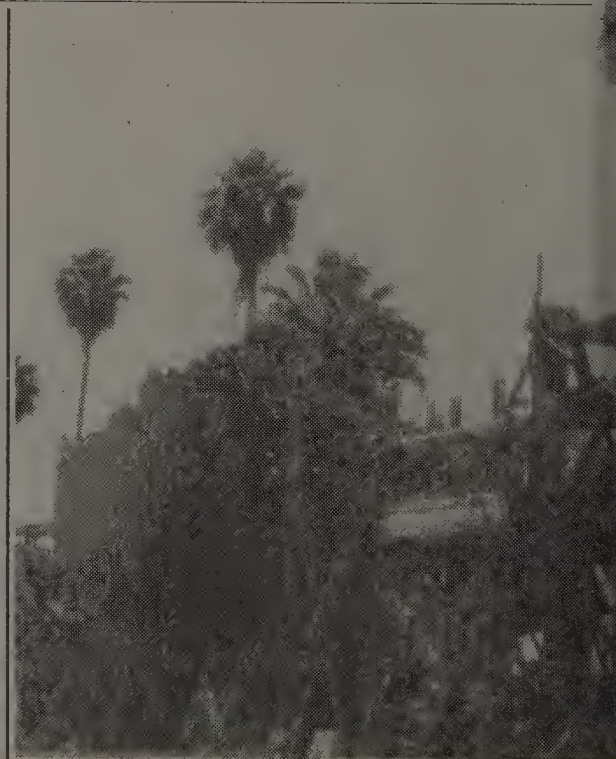
## disney's

In a time when many of the more affluent big boat owners are putting up massive amounts of money to fund armadas for the next America's Cup, Roy Disney — long known for being one of the few big boat owners who is just a 'regular guy' — is donating \$500,000 over the next five years to the California International Sailing Association. CISA, as it's more commonly known, is a non-profit organization dedicated to encouraging and assisting young sailors.

Disney, who chuckled in disbelief when asked if he'd given any thought to doing an America's Cup campaign, said the motivation for his donation was "to give something back to the sport we've been privileged to be a part of. Many of our family's happiest moments are of our experiences on the water, from learning to



Above, Andy Davis and Peter Boudreau. Spread, 'Irving Johnson' and 'Exy Johnson.' Upper left, 'Amistad' sets sail.





## contribution

sail ourselves, to watching the kids in Sabots in the summer sailing school, to weekends at Catalina, to a number of ocean passages. Sailing is a sport that has a lot to teach everyone, and a sport that gives back tremendously to those who participate in it."

Disney became enchanted with sailing in late '57, when he and his wife were spending a little time in Corona del Mar after the birth of their first child. Looking out over the entrance to Newport Harbor at sunset, the young family watched a sailboat carrying a chute into the harbor on a westerly. "It looked so damn romantic," he says, "I knew it was something we wanted to get involved in." The family started with an Alden 30 and subsequently moved to larger boats. Later, with

continued middle of next sightings page

## designers — cont.

uled for launch a year from now). The firm has also recently completed plans for a three-masted, 120-ft LOA, 270-ton steel schooner for the Ocean Classrooms Foundation (formerly the Schooner *Harvey Gamage* Foundation), which is headquartered in New York, and have just started on the design of a replica of the *USS Enterprise* from the War of 1812.

Closer to home, they're working on the concept design of 120-ft passenger vessel reminiscent of an early 20th century steam yacht for an unnamed owner in Sausalito? One of their dream projects is the creation of a tallship built and homeported in San Francisco Bay. Davis' version would be a North Atlantic packet vessel of the type that brought the 49'ers here. He would like one of the ship's main missions to be getting disadvantaged youth out sailing in the ocean "for a little change in perspective".

A large sailing ship by and for the Bay Area — there's a subject that's been bandied about by various groups and individuals for at least the last 20 years. (We still have a 'Build the clipper *Sea Witch*' T-shirt from the mid-80s.) So far, it's never gotten past the 'what if' stage. However, it's kind of nice to know that if such an effort ever did get off the ground, there's a design and consulting firm right in our own backyard that can pull it off.



LATITUDE/ANDY



# SIGHTINGS

## carving out a niche

Along with buggy whips and slide rules, the demand for figureheads has declined in the last 100 years. But capable woodcarvers still abound, and with the right keyword, they're only a few mouse clicks away on the internet. That's where Half Moon Bay sailor Michael Murphy started looking when it came time to commission this nautical tradition for the bow of his 27-ft Piver 'Chariot' trimaran *Archangel*. After only a few minutes of surfing, he came across the website for woodcarver Ainslie Pyne. "I really liked the things she was doing and she was really enthusiastic about this project," says Murphy. The only problem in consummating the deal was that Pyne lives in Adelaide, Australia!

Fortunately, she had been planning a summer trip to the States and was able to fit in a week or so at Murphy's home high in the fog-swept hills above Half Moon Bay. That's where we found her finishing

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## disney

the kids grown, Roy gravitated toward racing boats. After some frustrating early years with the maxi sled class, Disney started a great string of successes with a new elapsed time record in the '96 Victoria to Maui Race with *Pyewacket*, a Santa Cruz 70. The next year, *Pyewacket* broke



Ainslie Pyne with the nearly-finished carving of St. Michael the Archangel. Upper right, the buxom, gilded mermaid of 'One & All.'



## — cont'd

Merlin's legendary 20-year TransPac record, and became the first boat to break the mythical 8-day barrier (their 7-day, 15-hour dash beat Merlin's '77 record by almost a full day). The only downside to that victory was that Roy wasn't able to sail with son Roy Pat and the rest of the crew because he'd broken his leg in a car accident. The streak continued in '98, when *Pyewacket* finished the Pacific Cup (San Francisco to Kaneohe Bay, Kauai) in 6 days and 14 hours. As if setting records in all three major trans-Pacific

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LATITUDE/JR

## carving — cont'd

off a beautiful rendition of St. Michael the Archangel in a workshop shared with classic cars inside and curious, meandering llamas outside. In the middle of it all sat *Archangel*, for now a trailer sailer.

Pyne began carving about 25 years ago. Uninterested in a "tea with the ladies" sort of existence in Adelaide, she began taking crafts classes and eventually gravitated toward woodcarving. Her figurehead work began with a trip to the port of Adelaide to see the then-building 140-ft sail training ship *One & All* in the mid-80s. When she asked who was doing the figurehead, the all-volunteer crew replied, "No one yet." Despite not-so-subtle hints from husband John not to take on this big job for nothing, the project excited her enough that she volunteered her services — for free.

Pyne had never carved anything as large as a ship's figurehead before. Fortunately, through talking with many people involved with the ship and the neighboring Port Adelaide Nautical Museum, she found Charles Moore, a renowned carver in Cornwall, England, who had created more than 100 figureheads in his 80-some years. A letter to him started what Pyne calls "a correspondence course in figurehead carving. He was really wonderful."

While she was in the process of doing conceptual drawings for the *One & All* figurehead, the museum director asked if she wanted to have a go at restoring a 160-year-old figurehead the museum had acquired. The French ship *Ville de Bordeaux* was long gone, but the figurehead had been taken off and installed in someone's tea garden. Ainslie took one look at the massive 8-foot figure of a harpooner (missing a leg, hand and part of a shoe) and within only a few weeks, she was literally hip-deep in figurehead carving and restoration.

Moore's two maxims for figurehead carving were to have a mockup of the stem built on which to carve the piece — and to always have the figurehead gazing at the horizon. "Figureheads that gazed into the sea were thought to take sailors to watery early graves," notes Ainslie. So it was that the three designs she delivered to the *One & All* project — a sea bird, a wind god blowing a zephyr and a mermaid — were all traditional in appearance, well researched and gazing at the far horizon. And so it was that the decision by the all-male committee was for the mermaid. . . "And give her big boobs."

"Apparently they thought that was okay since a woman was doing the carving," says Pyne, her blue eyes glittering with humor.

To get that important part of the anatomy just right, Ainslie took the advice of a local doctor friend and started stockpiling old *Playboy* magazines. She and husband John went through them night after night searching for a bosom of just the right size and proportion. (And you thought figurehead carving was all tool sharpening and tedium!) One look at the lovely gilt-covered lass at *One & All*'s bow attests to the success of the project — and the talent of the creator. So does a glance at the mighty restored harpooner of *Ville de Bordeaux*, now poised to spear any leviathan that might come within range of the nautical museum in Adelaide.

Pyne's carving was a 'paying hobby' until John, a bank manager, passed away four years ago. Now, at 57, the work pays her way. She is active in a number of organizations, notably the South Australian Woodgroup and Australian Wood Artisans Promotions, the latter of which she founded herself five years ago. It is for AWAP that she tours the States every few years, going from place to place doing seminars, meeting other woodcarvers and making people aware of Australia's

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COURTESY AINSLIE PYNE



# SIGHTINGS

## carving — cont'd

contributions to this segment of the art community.

The majority of her work — original creations, commissions for family crests, decorations for hotel chains, toys, etc. — is not nautically inclined. But ever since those first two figureheads, "I like the big stuff," says Ainslie. Among non-nautical 'big stuff', she recently completed a life-size red cedar carving of Sister Mary MacKillop, Australia's first saint.

The figure of St. Michael for Murphy's trimaran isn't a large piece, but Pyne is obviously pleased to be back working in the nautical niche that has become a favorite. Constructed from laminated Huon pine (a furniture-grade wood found only in southwestern Tasmania), the major work on the figure was started at home. The 2-foot-tall piece was shipped to the U.S. in February, and Ainslie worked on it as she toured the U.S. this summer. All that remained to do on St. Michael in mid-September was to finish-sand and paint the figure. Then Ainslie was off to Rhode Island. She'll make a few more stops for woodworking conferences on the eastern seaboard before returning home to Australia in December. She's already planning the next trip to the U.S., which will hopefully include a commission for the scrollwork on a tallship project now underway in Connecticut.

*Archangel* — the boat — is currently undergoing some work that will keep it out of the water until probably next spring. Then look for the bright red hulls and the stately, winged figurehead showing the way as Murphy sails the boat locally, as well as at Lake Tahoe and up (via trailer) to the San Juans.

Ainslie Pyne's website can be viewed at [www.woodart.com.au](http://www.woodart.com.au). She can be contacted at [woodart@woodart.com.au](mailto:woodart@woodart.com.au).

## government negligence on the bay

If you brought your boat over to Richardson Bay to anchor for the Labor Day Weekend, perhaps to attend the Sausalito Art Festival — wasn't the weather glorious? — it wouldn't surprise us if you were confused about where to anchor legally. We'd be even more surprised if you didn't unwittingly anchor in a hazardous or 'off limits' area.

To our way of thinking, a whole flotilla of government agencies share in the blame for this situation. Just off the top of our head, they include the City of Sausalito, the Richardson Bay Harbormaster, the Richardson Bay Regional Agency (made up of County of Marin and the cities of Mill Valley, Tiburon, Belvedere, and Sausalito), the City of Sausalito itself, the Coast Guard, the Marin County Sheriff, and — what the hell — the BCDC (Bay Conservation and Development Commission), which insists on sticking its finger into everything anyway. Collectively, we give you guys an 'F' for failing to serve the boating public and protecting it from unnecessary danger.

It's no secret that lots of boats come over to Sausalito to anchor for three-day weekends, be they Memorial Day, Labor Day or the Fourth of July. Since everybody knows they're coming, you'd think the appropriate government agencies would lift a finger to make sure things ran smoothly and safely. To our knowledge, none of them have. And if they did, they were totally ineffective. We saw boats with their anchors half down, endlessly motoring around in circles trying to figure out an appropriate place to anchor. We saw scores of boats anchored in areas that were clearly marked as off-limits to anchoring. We saw all kinds of boats illegally anchored in the navigation channel used by ferry boats, fishing boats and hundreds of pleasure boats. We saw one boat moored to a Schoonmaker Marina breast buoy — perhaps having confused it for a mooring buoy — leaving them dangling in the channel. If we had anchored in a channel, we'd at least have shown a light after dark.

Since so many boats regularly come to Sausalito, you'd expect that maps would be available indicating where the channel is, where to anchor, and where to come ashore. We finally obtained one from Harbormaster Bill Price, who doesn't have them to hand out — and

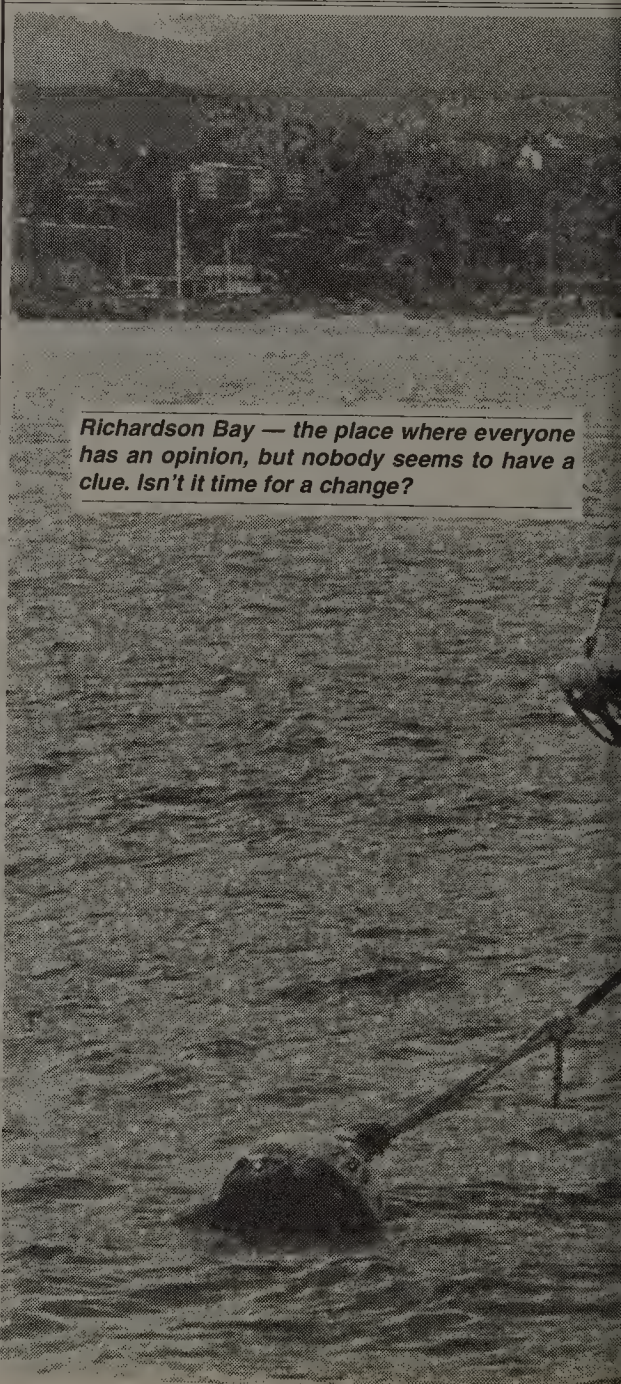
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## disney

records weren't that trick enough, in 1999, Roy set *another* new TransPac elapsed time record of 7 days, 11 hours, with the new *Pyewacket*, a R/P 75.

The \$100,000 a year to CISA will help support the organization's youth-oriented sailing programs, primarily in Southern California and Hawaii, and to a lesser extent the rest of the country. Specifically, the money donated by Disney will help fund the annual CISA-sponsored advanced spring racing clinics, which are the top junior clinics in the country and are attended by 100 junior sailors a year from all over the nation. After all, how often do junior sailors get the opportunity to learn from the likes of Paul Cayard and other sailing heroes?

In addition, the money will help sup-



**Richardson Bay — the place where everyone has an opinion, but nobody seems to have a clue. Isn't it time for a change?**



## — cont'd

port the Pacific Coast Interscholastic Sailing Association through travel grants and the purchase of equipment, and provide for community sailing programs in Southern California and Hawaii. It will also help support a pre-Olympic development sailing fund for Olympic-bound sailors. In honor of Disney's donation, the PCISA has created the Roy E. Disney Trophy to be given to the top team in all the PCISA regattas.

If life (and the stock market) have been good to you, and you don't have any interest in mounting an America's Cup campaign or building a 300-foot yacht, you might also think of supporting young sailors. You can do it through the CISA (714) 434-4400, your yacht club, or any other number of community sailing programs.

## richardson bay — cont'd

who admitted they're not accurate. And naturally, the map didn't indicate all the illegal moorings, which are scattered all over the place, including the channel. We also checked the City of Sausalito's website under — and this sounded promising — 'Cruising Guide'. Alas, the site was 'under construction'.

It's not as if Richardson Bay is the easiest place to figure out where to anchor. If you go to most places where there are moorings — say Newport Beach, Newport, Rhode Island, or San Diego — the scheme of things is pretty obvious. Here is the channel and here is the mooring area. In Richardson Bay, however, it's hard to even figure out the channel, what with all the boats anchored in it.

Since there is no map, and since it's obvious that confusion reigns supreme, you might suspect that somebody — be it the Sausalito Harbormaster, the Marin County Sheriff in their little boat, or the Coast Guard — would have been out there on the weekend to assist people or advise people when they had anchored in the path of commercial traffic. We're not out there all the time, but we've never seen any of these agencies out and about with the express purpose of helping people.

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## richardson bay — cont'd

There is a bright side to all this, of course: Thank God these government agencies aren't in charge of the airports.

Where is it legal and safe to anchor in Richardson Bay, and where is it legal to bring a dinghy ashore? We've had boats in Richardson Bay for more than 25 years, and we still don't know. If we ever find out, or if any government agency decides to create an accurate map, we'll be the first to let you know. Meanwhile, be careful, leave lots of fenders out and lights on — and take a few minutes to ponder whether you think your tax dollars are being well spent.

## 138 crews in search of tropical fun

For the 138 boats that have paid up for Baja Ha-Ha VII, the 750-mile cruisers' rally from San Diego to Cabo with stops at Turtle Bay and Bahia Santa Maria, the start is less than a month away. The Wan-

continued on outside column of next sightings page

### HA-HA ENTRIES

33. <i>Felecity</i> .....	Tashiba 31 .....	K. Machtey & C. Slegismund .....	Seattle, WA
34. <i>Osprey</i> .....	Tayana 48 .....	Lee & Nick Dale .....	San Diego
35. <i>Chawbacca</i> .....	Crowther 33 Cat .....	Winship Family .....	Alameda
36. <i>Seabreeze</i> .....	Swift 40 .....	Chris & Cathy Halberstadt .....	San Francisco
37. <i>Raven</i> .....	Sundeer 64 .....	Jan & Signe Twardowski .....	Gig Harbor, WA
38. <i>Lilia</i> .....	Catalina 380 .....	Paul & Lilia Ashley .....	Peoria, AZ
39. <i>Daffodil</i> .....	Cal 39 .....	Richard & Lorna Oppenheimer .....	San Francisco
40. <i>Viva</i> .....	Saga 43 .....	Scott Harkey & Debra Cutting .....	Seattle, WA
41. <i>Favonius</i> .....	LaCoste 42 .....	Michael & Claudia Pordes .....	Vallejo
42. <i>Ragdoli</i> .....	Pacific Seacraft 37 .....	Michael Traynor .....	Richmond
43. <i>Enya</i> .....	Panda 38 .....	Glen & Evelyn Meskimen .....	Saratoga
44. <i>Outta Bounds</i> .....	Andrews 50 .....	Chuck & Pam Cook .....	Breckenridge, CO
45. <i>Poca Loca</i> .....	Irwin Citation 39 .....	Lennie & Sara Sower .....	Corvallis, OR
46. <i>Anna Augusta</i> .....	CT-34 .....	Tom Stogsdlil .....	Los Angeles
47. <i>Kachina</i> .....	Hans Christian 381 .....	Mike & Kathee Meater .....	Farmington, N.M.
48. <i>Chère</i> .....	Beneteau Oceanis 461 .....	Ed & Sharon Sweo .....	Bellevue, WA
49. <i>Caladesi</i> .....	Hylas 44 .....	Robert & Joyce Craven .....	Napa
50. <i>Sojourner</i> .....	Krogen Pilothouse MY .....	Gary & Lynda Van Arsdale .....	Incline Village, NV
51. <i>Kaya</i> .....	Swan 44 .....	Mac & Suzanne Lingo .....	Kensington
52. <i>Abby</i> .....	Catalina 42 .....	Robert Gruber .....	Alamitos Bay
53. <i>Consigliare</i> .....	Beneteau First 41s5 .....	Mark Sciarretta .....	San Diego
54. <i>Bonaroba</i> .....	Wauquiez 33 Gladiator .....	Scott & Cyndi Hillesland .....	Seattle
55. <i>Lazy K's Fantasy</i> .....	Columbia 41 .....	A. Dean & Mary Lou Snedecor .....	Alpine, TX
56. <i>Crocodile Rock</i> .....	Mystery Cove 38 Cat .....	R. Booker & G. Spencer .....	Winnipeg
57. <i>Ka Ula Lani</i> .....	Morgan 383 .....	George Killam .....	Richmond
58. <i>Zinfandel</i> .....	Hersfine Trawler MY .....	Charlie Bennett .....	Wilmington
59. <i>Legacy</i> .....	Ericson 29 .....	Glenn & Sherrie Ritzman .....	Long Beach
60. <i>Concerto</i> .....	Swan 57 .....	Robert & Linda Abbel & Kids .....	Roche Harbor, WA
61. <i>North Road</i> .....	Beneteau First 375 .....	Bob & Lesley Hazeldine .....	Gabriola Is, BC
62. <i>Wind Dancer</i> .....	Catalina 27 .....	Allen Bowker .....	Peoria, IL
63. <i>Tortuga</i> .....	Atkins 32 .....	Donald & Teresa Rumph .....	Bellingham, WA
64. <i>Crew's Inn</i> .....	Endeavour 43 .....	Jay & Becky Sieger .....	Islamorada, FL
65. <i>Scalawag</i> .....	TransPac 49 .....	Keith & Kelly Mackenzie .....	Edmonton, AB
66. <i>Jade</i> .....	Chevy Lee 43 M/S .....	S. Harris & S. Fitzgerald .....	San Diego
67. <i>Donna Rose</i> .....	Peterson 44 .....	Mike Wasco .....	Honolulu, HI
68. <i>Kinship</i> .....	Carwright 44 .....	Glen & Marilyn Middleton .....	White Rock, BC
69. <i>Utopia</i> .....	Cabo Rico 45 .....	Peter Nasca .....	Bethesda, MD
70. <i>Warren Peace</i> .....	Passport 47 .....	John & Sharon Warren .....	Oakland
71. <i>Elizabeth</i> .....	Ericson 39 .....	Chuck Wilson .....	San Carlos, MX
72. <i>Wild Flower</i> .....	Islander Freeport 36 .....	Lynne Stevens .....	Juneau, AK
73. <i>Humu-Humu</i> .....	Choy/Morrelli 70 Cat .....	David Crowe .....	Honolulu, HI
74. <i>Velella</i> .....	Wylie 31 .....	Garth Wilcox & Wendy Hinman .....	Port Ludlow, WA
75. <i>Sea Jay</i> .....	Polaris 36 .....	Paul Stark .....	Sacramento
76. <i>Wild Rover</i> .....	Cal 34 MK III .....	Michael Cannady .....	Longview, WA
77. <i>Chanticleer</i> .....	Valiant 40 .....	George Conger .....	Livingston, TX
78. <i>Melarky</i> .....	Catalina 38 .....	Mark Bosta & Melanie Speed .....	Brisbane
79. <i>Swingset</i> .....	Kelly-Peterson 46 .....	Charles Stehle .....	San Diego
80. <i>Toujours 'L Audace</i> .....	Columbia 50 .....	Bruce van Brocklin .....	Wilmington, DE
81. <i>Sea Bourn</i> .....	Irwin 38 MK II .....	Ronald & Beryl Seabourn .....	Durango, CO
82. <i>Tranquilo</i> .....	Pearson Vanguard 32 .....	Neil & Debbie McQueen .....	Santa Cruz
83. <i>Solitude</i> .....	Golden Gate 30 .....	Frank Brauch .....	San Jose
84. <i>Millennium Falcon</i> .....	Brewer Schooner .....	Michael Ganahl & Leslie Hardy .....	Alameda
85. <i>Fainche</i> .....	Catalina 34 .....	Russ & Catherine Otto .....	Alameda

## coast

Here are Coast Guard Group San Francisco's significant search and rescue cases occurring between mid-August and mid-Sept, 2000:

**August 30** — At approximately 8:45 p.m., the 41-ft utility boat stationed out of Station San Francisco responded to a call via the San Leandro police about a necessary medical evacuation due to a possible seizure of a passenger on a sailing vessel. The sailing vessel was found, the patient was transported to a hospital and the vessel was towed to a nearby marina. As is the norm on all these SAR situations a post-case boating safety boarding was conducted and in this instance illegal drugs were found in plain sight. The police were notified. They detained the owner and confiscated the drugs. If the Coast Guard finds drugs in the normal course of doing our business we will take every action necessary to keep those drugs off the streets and prosecute with the help of local law enforcement.

**September 3** — At 8 p.m., Coast Guard Monterey was notified of an overdue 19-ft Hobie Cat with 2 sailors on board. A search was commenced using CG boats from Station Monterey, the Santa Cruz Harbor master boat and a Coast Guard Helicopter from Air Station San Francisco. We were also assisted by State Parks personnel who conducted shoreline searches. As it turned out, the Hobie lost/broke a rudder and capsized. One of the sailors was able to stick with the capsized vessel while the other unfortunately got separated. A combination of great work and collaboration of the harbormaster and helo eventually found both fortunate souls early the next morning. They 'made' themselves much more fortunate in that one was wearing a wetsuit and the other a drysuit. Without them it's doubtful either person would have survived so long. This case continues to demonstrate to me the super joint SAR effort that is necessary to save lives as well as the necessity to have — and use — the right safety gear! Wise sailors come home at the end of the day!

**September 3** — Also around 8 p.m. the same night, we received a call from a 41-ft sailing vessel. They reported they were about 50 miles offshore, had broken rigging and were low on fuel. The skipper requested that we contact Vessel Assist, which we did — and because of comms problems, continued to do so. Vessel Assist couldn't get to the vessel until it was within 30 miles of the Golden Gate Bridge, by which time it would be completely out of fuel. The S/V limped closer and commercial assistance was able to get to him about three hours later.



## watch

The Coast Guard kept a good communications watch with the vessel throughout the evening.

I mention this case to emphasize the importance of proper planning for your trip (which in this case was reserve fuel!). Unfortunately, just because you're well offshore doesn't necessarily guarantee that the CG will directly render assistance. Federal policies prevent us from rendering aid in non-distress situations when commercial assistance is available. A little 'worst case' planning can prevent big bucks later. Boaters should consult the phone book for the various commercial service providers available in the Bay area.

**September 9** — The Coast Guard received a call from the CHP stating that a person had informed them that his fishing vessel had capsized 5 miles west of the Golden Gate Bridge, that he had drifted/swam ashore, and that two other crew members were missing. This incredible story proved to be correct! The 48-ft F/V had capsized the afternoon before and sunk 3-5 miles offshore. Wearing a survival 'Gumby' suit, the fisherman in question made it to shore and called authorities from a highway call box in Daly City! By these heroic efforts, the CG was eventually notified. A Coast Guard helicopter crew from SFO using night vision goggles was able to find one other survivor clinging to another Gumby suit still in its bag. (The rescuing aviators found him because of the light reflecting off the reflective tape on the suit still in the bag!) The Captain of the vessel unfortunately did not survive the accident.

The survivors reported that the vessel had to constantly run its bilge pumps, and that the liferaft was not stowed properly. Another fishing vessel found the vessel's EPIRB reportedly taped in the 'off' position. Although The CG Marine Safety Office is investigating, here are a couple of quick lessons to pass along. First, practice for the unexpected. Make sure you have the right safety gear on board, and stow it where it can easily be retrieved and used. Make sure you know how to use it — and then practice with it! Try getting in that survival suit or lifejacket both in and out of the water. Maintain safety equipment as specified, and insure your overall boat maintenance is the best it can be. Secondly, I can't stress enough the importance of good communications. This F/V was unable to get out a distress call. If you ever need to, remember that the initial call (you might only get one) should include your position, the name of the vessel, the number of people on board and a bit about your situation. It

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## ha-ha — cont'd

derer/Poobah and crew of *Profligate* don't know about you, but they can't wait! If you missed the deadline, you can still sign up — but at double the normal \$189 entry fee.

If you're short of crew or don't have a boat, we have three suggestions: 1) The Crew List that appears in this issue. 2) The Mexico Only Crew List and Ha-Ha Party and Reunion, which takes place on October 3 — hope you didn't miss it — at the Encinal YC in Alameda starting at 1800. See the full details in the Crew List article elsewhere in this issue. 3) Showing up at the West Marine sponsored Ha-Ha Kick-Off and Costume Party on October 29 at the Cabrillo Isle Marina in San Diego. But if you wait that long, you'd better bring your seabag with you.

Chief Dave Hall of the San Diego Harbor Police advises that they want to be as accommodating as possible to the Ha-Ha fleet. Hall reminds everyone that they have about 25 transient slips at the Police

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## MORE HA-HA ENTRIES

86	<i>Magic</i>	Ericson 38	Pete & Jan Grossnickle	San Diego
87	<i>Roxanne</i>	Wylie 60	Tom 'Not That One' Petty	Pt. Richmond
88	<i>Active Light</i>	Cape George 36	Neil & Nancy Siman	Poulsbo, WA
89	<i>Navigator</i>	Beneteau Oceanis 461	Gary & Diana Cook	Ventura
90	<i>Royal Treat</i>	Morgan 43	Anders Billred	Portland
91	<i>Moondance</i>	Beneteau Oceanis 400	Larry Watkins	Long Beach
92	<i>Dream Dancer</i>	Sabre 34	Ayn Woodruff	Reno, NV
93	<i>Luna Sea II</i>	Challenger 32	Robert Magallanes	Chula Vista
94	<i>Dream Weaver</i>	Hunter Passage 42	Marcus Warren & Patricia Ault	Carson City, NV
95	<i>Itasca</i>	Valliant 39	Mel & Gildy Whiteside	Duluth, MN
96	<i>Moonshadow</i>	Ranger 33	Richard Ogletree	Richmond
97	<i>Wild Type</i>	J/44	Tom Innerarity	Lafayette
98	<i>Deliverance</i>	Endeavour 40	A.J. Stuermer	Annapolis, MD
99	<i>Dreamkeeper</i>	Passport 42	John & Laurel Baudendistel	Castro Valley
100	<i>Gypsy Warrior</i>	Freyja 39	Rick & Maureen Gio	Sebastapol
101	<i>Peregrine</i>	Serendipity 43	Gene & Suzi Osier	Newport Beach
102	<i>Splashes</i>	Freedom 36	John Tannelhill	Paso Robles
103	<i>Denali</i>	Mason 44	Gene & Donna Kubina	Valdez, AK
104	<i>Elysium</i>	Andrews/Perry 72	John & Marilyn Folvig	Daytona Bch, FL
105	<i>Vantage Point</i>	Catalina 42	James Phillips	San Diego
106	<i>Adagio</i>	Pacific Seacraft 34	Tim & Pam Burke	West Linn, Oregon
107	<i>Radio Flyer</i>	Yamaha 37 Ketch	John & Renee Thompson	Pt. Richmond
108	<i>Francy Free</i>	C&L Explorer	Robert & Bonnie White	Clovis
109	<i>Viva</i>	Islander 37	Bob Willmann	Golden, CO
110	<i>Shadow Rose</i>	Beneteau 37	Hans & Debbie Bulk	Brentwood, BC
111	<i>Milliways</i>	Catalina 42 MK II	Robert & Margaret DePalma	Mammoth Lakes
112	<i>Pooh Bear</i>	Columbia 30	Mathew Martenyi	San Francisco
113	<i>Nan Sea May</i>	Beneteau Oceanis 510	Bill & Nancy Hardesty	Benicia
114	<i>Sun Po</i>	Pearson 35	Dennis Biby	Sausalito
115	<i>Wanderlust</i>	Hunter 340	Mike Harker	Channel Islands
116	<i>La Paz</i>	Herreshoff H-28	Christian Hess	Stockton
117	<i>Blue Tango</i>	Valliant 42	Walt Schrick	Carlsbad
118	<i>Orient Star</i>	Alden Cheoy Lee 50	Ernie Copp	Long Beach
119	<i>Hanuman</i>	Freyja 40	Michael Dugan	Davis
120	<i>Magic Carpet Ride</i>	Passport 40	David Smith	Seattle, AK
121	<i>Tondolayo</i>	Alden Malabar #777	Robin Jones	Orinda
122	<i>Looklar</i>	Formosa 46	Rod & Jill Hearn	Seattle, AK
123	<i>Andiamo</i>	Islander Freeport	Keith Foster	Stockton
124	<i>Cherokee Spirit</i>	Cal 36	Philo Hayward	Comptche
125	<i>Pandion</i>	CT-38	Dave Alex Nelson	Newport, Oregon
126	<i>Fishwife</i>	Westerly Corsair 36	Ben Fisher & Kelli Flanders	Houston, TX
127	<i>Bagus!</i>	Searunner 34 Tri	George Phillips	Hidden Harbor
128	<i>Pelagian</i>	Hans Christian 38	Bill & Sharon Jensen	Seattle, WA
129	<i>Belladonna</i>	Cal 35	Mike Wilmer	San Francisco
130	<i>Uhuru</i>	Pearson Vanguard 32	Michael Miller	Ventura
131	<i>My Buddy</i>	Bertram S/F 35	Tony Spavone & Linda Clark	Oyster Pt Marina
132	<i>No Problem</i>	Puget 40	Dave Ferguson	Ketchikan, AK
133	<i>Altair</i>	Cal 35 MKII	Paul Baker & Suzette Connolly	Seattle, WA
134	<i>Captain Musick</i>	Young 43	Jon Day	San Francisco
135	<i>Carrie</i>	Sampson 33 Custom	Joe Blackburn	Marina del Rey
136	<i>Natasha</i>	Seawolf 40	Michael Cropper	Santa Barbara
137	<i>N/A</i>	N/A	Michael Miller	Ventura
138	<i>West Of The Moon</i>	Hunter Passage 450	Robert Wadsworth	Marina del Rey



# SIGHTINGS

## ha-ha — cont'd

Dock, which is relatively close to all marine services. The maximum stay there is two weeks, and it's on a first come, first serve basis. In addition, they will be opening up special anchorage #9 — off the east tip of Harbor Island close to the Laurel St. mooring field — just for the Ha-Ha fleet. In order to anchor there, you need to get a permit from Jerry Green at Cabrillo Isle Marina on the other side of Harbor Island. The overflow from this spot can go to the Glorietta Bay anchorage near the Coronado Bridge. Other possibilities are the yacht clubs, marinas from which sportfishing boats have headed south already, and staying at a harbor or marina a little farther north until just before the start. As in the past, Ha-Ha boats can also start from Ensenada.

The next important dates and times are 10 a.m., October 29 for turning in crew releases, noon for the skipper's meeting, and 2 p.m. for the Kick-Off Party. All three of these will take place at Cabrillo Isle Marina on Harbor Island — which is just across from Lindbergh Field. By the way, don't forget those costumes, as you'll want to get into the

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## coast watch

should sound something like this: "Mayday, mayday, mayday . . . This is the vessel *Davy Jones* sinking 5 miles west of the Golden Gate Bridge with three people on board. . . mayday, mayday, mayday."

During the previous month, the Coast Guard responded to 220 search and rescue cases in Central California. Since I arrived earlier this summer, I've had a chance to visit all our Coast Guard Stations and am impressed with the dis-

*The Annual Festival of the Sea, held September 9 and 10 at the San Francisco Maritime National Historic Park, was a nautical extravaganza with something for everyone. In addition to touring the ships and permanent exhibits, there were*



ALL PHOTOS LATITUDE/ANDY





## — cont'd

tances and diversity of the area of operations that we work in. I am convinced that even with the excellent caliber of the men and women of the Coast Guard and some of the best equipment and training we can provide, the only way we can continue to save lives and property is through 'partnering to protect' with many of you. We look forward to that continued challenge.

— captain tim sullivan

**continuous musical acts throughout the weekend as well as a broad range of hands-on demos and interactive exhibits. But there's no need to wait for next year's festival. We encourage you to check out this fabulous resource anytime.**

## ha-ha — cont'd

Ha-Ha spirit from the get-go. And stand by for some great music, provided by recording artist Philo Hayward of entry *Cherokee Spirit*. This guy is good!

Also at the party will be Carole Schurch of Qualcomm - Globalstar satellite communications, official communications system of the Ha-Ha. Each day of the race the Poobah will be using the Qualcomm - Globalstar system to send back photos of the event for posting on *'Lectronic Latitude* — just to make everyone back home pale with envy. Also on hand will be reps from various marinas in Mexico, publishers of cruising guides, and we're not sure who else. It's at this party that entries will be getting their various shirts, hats, tote bag, programs, navigator water bottles — and snazzy Qualcomm combo barometer/thermometer/humidity indicators. Don't miss it.

In the days and weeks before the event, we know some first-timers feel a little lost and alone. No worries, friends. Just keep referring to your 'Important Dates' sheet and everything will be all right. Besides,

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# SIGHTINGS

## ha-ha — cont'd

as you move south and the start gets closer, you'll be bumping into lots of other Ha-Ha boats. In addition, keep checking *'Lectronic Latitude* via [www.latitude38.com](http://www.latitude38.com) for further hints or humor on the Ha-Ha.

In the August issue, we published the list of the first 33 entries. The remaining 106 appear this month. The entire list can be found at [www.baja-haha.com](http://www.baja-haha.com) and/or *'Lectronic Latitude*. Have last minute Mexico questions? Check out *Latitude's First Timer's Guide to Mexico*, which you can find online at [www.baja-haha.com](http://www.baja-haha.com). It should answer all your questions about paperwork, marinas and what to bring. It also has useful maps, mileage, radio frequencies and other good information.

In any event, stand by for what once again will be the largest cruising rally in the world this side of the ARC.

## class

It's been at least five years since we last raised prices for our *Classy Classifieds*, long before we started putting them online. We hate to do it again, but here goes. As of the November, 2000, issue, rates will be as follows: Personal Ads of up to 40 words will be \$35; 41-80 words, \$60; and 81-120 words, \$85 (120 words is the maximum). Photos will still be just \$15 extra. The price for Business Ads (no photos; 40 words max) will also increase slightly to \$65. What's not





## act

changing is the deadline, which has been the 18th of the month (regardless of weekends or holidays) at 5:00 p.m. for as long as anyone here can remember.

Also unchanged, you can mail us your ad with a check to: 15 Locust Ave., Mill Valley, CA 94941, or place it online at our website at [www.latitude38.com](http://www.latitude38.com) with a credit card. Ads appear online generally about a week after the print magazine comes out.



LATITUDE/ANDY

## cape horn honeymoon

Among *Latitude* readers, sailing honeymoons are fairly common — typically taken in romantic tropical destinations like Tahiti, the Greek Isles or the British Virgins. As you read this, newlyweds Mike Bradford and Amy Ritchie (at left) have just tied the knot, but their honeymoon plans are anything but typical.

They'll be heading out the Golden Gate this month aboard their 34-foot cutter *Kapuka*, bound for points south. In early spring, they plan to 'jump the puddle' to Polynesia. Sounds normal so far, right? But instead of following the trade winds farther and farther west, as most cruisers do, this spirited young couple plans to make a hard left at Tahiti until they hit the westerlies, then double back across the South Pacific to Southern Chile, and eventually sail eastward around Cape Horn. Talk about testing your relationship!

Then again, this is no ordinary couple. They met in Bora Bora aboard the *World Discoverer* expedition cruise ship, where Amy worked as an assistant expedition leader. By the time the ship reached Easter Island, they'd fallen in love and jumped ship together, so to speak. With a degree in biology, Amy has logged many thousands of offshore sea miles on oceanographic and expedition vessels. "But I still consider myself a novice sailor," she admits.

So hubby will be in charge of running the ship and navigating through the perilous waters that lie ahead of them — a task he is particularly well suited to. After college, Mike signed up for a two-year hitch in the Navy with the specific goal of learning to navigate like a pro, so he could explore the world in his own boat someday. He got a lot of practice during those 24 months, navigating ships some 50,000 miles to the Persian Gulf, Somalia, Haiti and elsewhere.

He traces his wanderlust to his dad, a professional African big game hunter, who had a change of heart in the '70s and opened a nature park in Spain. The family extensively together, including sailing trips, but Mike's cruising dreams didn't really solidify until he took a break from college one year to accompany his parents on a cruise through the Marquesas. There, on a sandy beach, he met two Frenchmen who seemed to be living an idyllic life, passing from island to island on their sailboat. The fact that they were surrounded by beautiful young local girls was also not lost on the young American. Mike decided then and there that he would one day cruise over far horizons himself.

*Kapuka* is a Gailforce cutter, and as the name implies she is built to take punishment in offshore conditions. Designed by John Kaiser of Delaware, she has a full keel, a transom-hung rudder and is comfortable in big seas — Mike took delivery of her in Seattle and sea-tested her off the Oregon coast. During the two years Mike, 33, and Amy, 28, have been together, they've equipped *Kapuka* with a wide range of cruising accessories including a Monitor windvane, a water generator, a watermaker, an SSB with an email setup, and a weatherfax.

"We'd definitely be going even without all this high tech stuff," Mike assured us. "I taught celestial navigation in the Navy just for fun."

Amy and Mike are probably the only couple you'll ever meet who have both independently been to South Georgia Island — you know, that South Atlantic spec that's even more remote than the Falklands. Now they plan to revisit it together, in their own boat. Before venturing into those extreme southern latitudes, however, they will make their South American landfall at the Chilean town called Puerto Montt, where the road ends and an 800-mile stretch of uninhabited Patagonian fiords and inlets begins. It's a region where few cruisers dare venture, and they've promised to send us a full report.

"Our itinerary will take us through a lot of different conditions," explained Mike, while showing us his newly-installed heater. "It includes everything from naked sailing to wearing Mustang (survival) suits."

We wish them fair winds and smooth sailing along their ambitious route. But after our brief meeting recently, we got the impression that Mike and Amy will do just fine — and that it will be a good, long time before this honeymoon is over!



# SIGHTINGS

## west marine fun regatta

More than 130 young sailors ranging in age from 7 to 17 signed up for two days of clinics, on-the-water instruction and racing on Monterey Bay on September 9-10 in the 11th Annual West Marine Fun Regatta.



**Say 'cheese'** — participants of the latest West Marine Fun Regatta gather for class photo after two days of fun, sailing and safety.

The event is co-sponsored by West Marine and the Santa Cruz Yacht Club Junior Program.

The shoreside instruction and on-the-water racing exercises predominated on Saturday. These were taught by some of Northern California's best collegiate sailors and sailing instructors. Sunday was devoted to Fun Regatta racing, which coincided with the final SBRA season race for several of the fleets. Susan Altman, West Marine's chief events and youth outreach director, noted that the Santa Cruz event has grown each of the last seven years that the SCYC Jr. Program has been co-sponsored — and has become so popular that most participants are returning 'veterans' of past Fun Regattas!

Saturday evening, SCYC hosted a beach party for all participants and their parents with games, events and prizes. More awards were in the offing on Sunday, when the regatta fielded classes for El Toros (A & B), Optimis, Lasers (A & B), FJs, 420s and 29ers. Norm Daly, SCYC Jr. Director, set an inside course for the El Toro and Optimist fleet, and an outside course for Lasers and doublehanders. Conditions on Saturday were typically in the 15-knot range, with moderate nearshore chop. Sunday's racing conditions moderated to 10 knots or less with calm seas and sunny skies — ideal viewing opportunities for parents and friends along the cliffs between the Yacht Harbor and the Santa Cruz Beach-Boardwalk. At the awards ceremony, West Marine provided prizes not only for race winners, but for those displaying significant sportsmanship and skill improvement.

"This event has become a major part of the Santa Cruz racing and youth outreach agenda," says Daly. "We are extraordinarily grateful to West Marine and the cadre of great volunteers for their continued support!" (For Fun Regatta results, see *The Racing Sheet*.)

## short sightings

**SOUTHAMPTON** — 100 days and counting: On September 15, the skippers of eight of the biggest, fastest yachts ever built got together and confirmed that they will be on the starting line of The Race, the nonstop, no-limits, no-handicap, no-prisoners dash around the world that starts at 12 o'clock on December 31 off Barcelona.

"This event has been six years in its evolution," said Bruno Peyron, who conceived The Race. "It is a brave challenge, fitting for this Millennium year."

The eight confirmed boats, their sizes and their skippers are: *PlayStation* (105 ft, Steve Fossett, USA), *Team Phillips* (102 ft, Pete

continued on outside column of next sightings page

## wapama

The view along the Sausalito waterfront will be changing in a big way in October — the old steam schooner *Wapama* is bound for new digs.

We wish we could tell you it that it was under her own power, or even that it will be for the better. Alas, the truth of it is, she's being ejected from the Corps of Engineers dock, where she has sat on a special drydock for almost 15 years. The COE says they need the dockspace to expand the Bay Model interpretive center.

The Richmond Port Authority has agreed to let the 215-ft ship tie up at the old naval yard at the foot of Canal Street.

"This is a step in the right direction," insists Thomas Patterson, a retired admiral who has been leading the latest ef-

*It's hard to believe another summer sailing season will soon be drawing to a close. But in case you missed it, fall began on September 20. Why not get out there like our (unidentified, sorry) lookin' good boat of the month and enjoy what's left of a great, great year?*





## on the move

fort to save the old ship. "The Port of Richmond is interested in old ships and they're going to build a park to remember them. It's a good place to work on the ship."

*Wapama* is the last of a breed of small cargo vessels that built the cities of the West Coast. Launched in 1915 in Oregon, she joined several hundred of her kind that plied the coast carrying lumber, groceries and even passengers for a generation or more.

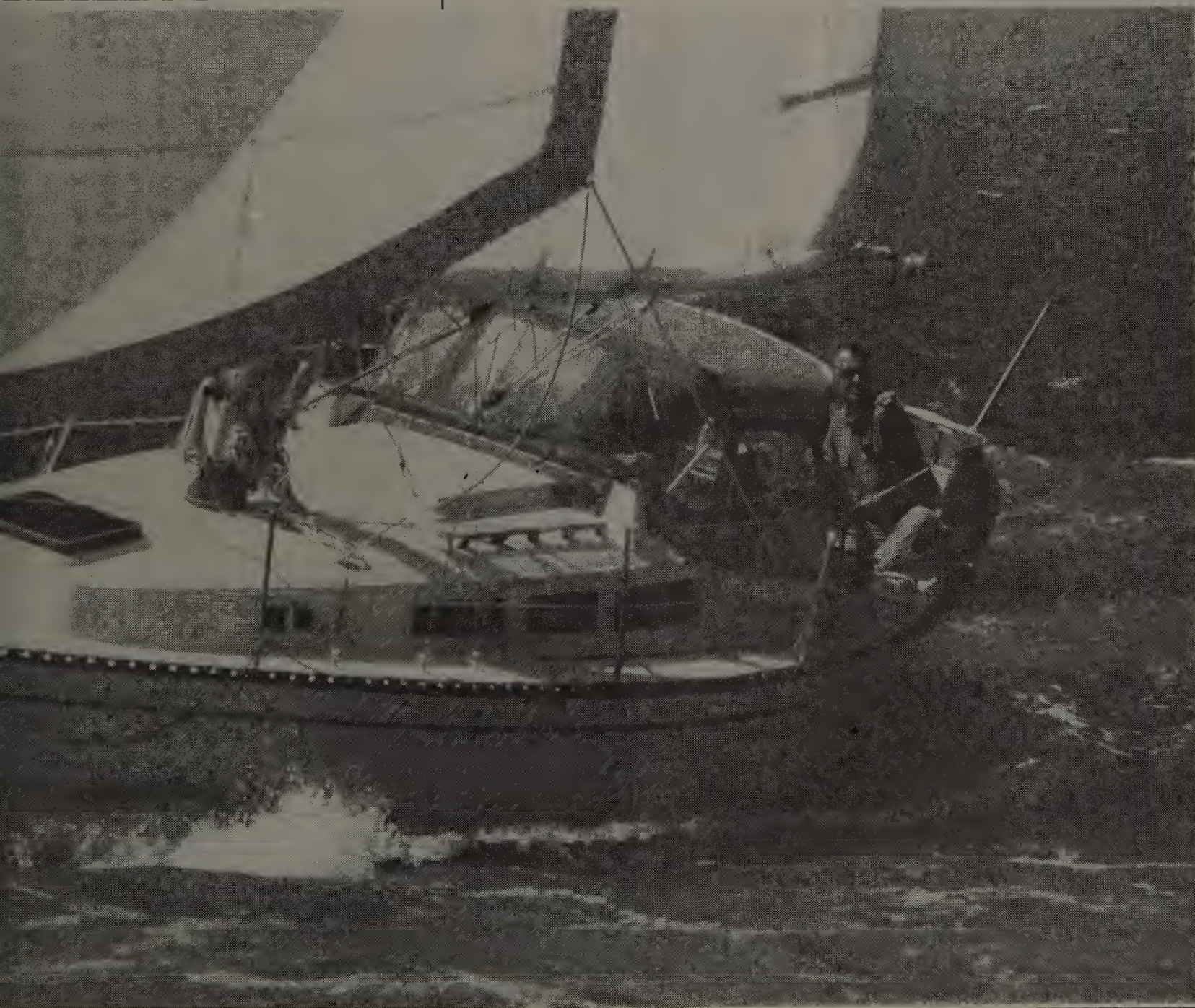
Though the 'newest' of the historic fleet based in San Francisco, *Wapama* is in the worst shape. At last estimate, it would take \$12-\$15 million to stabilize the ship from further deterioration. So far, despite several spirited campaigns, only a fraction of that amount has been raised.

## shorts — cont'd

Goss, GBR), *Club Med*, (110 ft, Grant Dalton, NZ), *Code 1* (110 ft, Loïck Peyron, France and Skip Novak, USA), *Team Adventure* (110 ft, Cam Lewis, USA), *Millennium Challenge* (100 ft, Tony Bullimore, GBR), *Polypharma Wharta* (90 ft, Roman Paske, Poland), and *Bayer en France*, (length N/A, Yvan Bourgnon, France). In recent news, *Team Phillips* was relaunched on September 15 after 5 months of repairs when a bow broke off in sea trials in March. Also, *PlayStation* may go under the knife for lengthening to 120 feet.

Lots more is happening, and happening quickly, as the days tick down to The Race. Stay tuned for a full report next month.

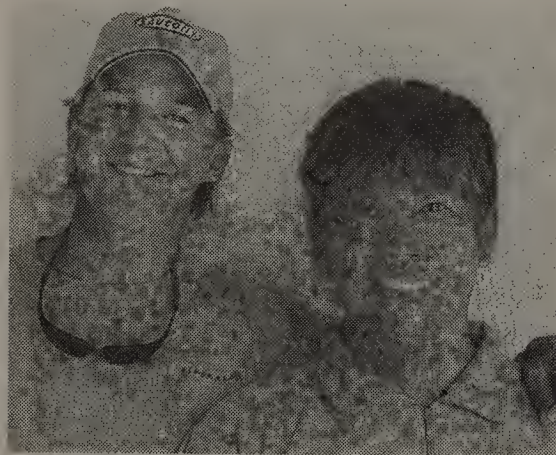
**ITALY —** An Italian boy who could not swim was rescued by a dolphin last month. The boy fell off his father's boat during rough weather in the Adriatic Sea near the Gulf of Manfredonia. He started to sink, but felt something pushing him toward the surface. When he realized it was a well-known local dolphin named Fillippo, "I hung onto him," reported the 14-year-old. Fillippo pushed the boy to the surface, then nudged him back toward his father's boat where he was hauled aboard.





# BIG BOAT SERIES 2000

The wind whistled through the Gate at over 30 knots, and the fog came swirling in. Bloodshed and carnage occurred,



**Ken Read (left) and Makoto Uematso sailed the Farr 50 'Esmeralda' to victory in Division A.**

including an expensive 'gravity storm' on the Farr ILC 46 *Wasabi*. Millions of dollars of sleek racing machines jammed the docks, the parking lots were gridlocked, and sailors were lined up three-deep at the bar. The place was wall-to-wall with rockstars and local heroes, licking their wounds or bitching about their ratings — and the 37th Annual St. Francis YC Perpetual Regatta hadn't even started yet!

When the Big Boat Series, as it is commonly known, did get underway the next day — Thursday, September 21 — the weather had calmed down significantly. But everything else about this year's epic turn-of-the-Millennium series was still red-hot and jumbo-sized, starting with the record number of starters — 112, up from the previous milestone of 95 boats set just last year.

But cracking the three digit mark for the first time also brought with it a bunch of new logistical hassles — the clubhouse and its facilities were stuffed to capacity, and the race courses were so crowded that the classes often intermingled by the end of each day. Fortunately, the weather was benign and there were no noteworthy collisions, significant carnage or even tanker-dodging to report this year. Even the protest room was strangely quiet, with just eight incidents to sort out (and half a dozen more shortcut through arbitration). "All things considered, I thought it was pretty civilized," said StFYC race manager John Craig, who along with over 100 volunteers did a great job of holding the event together.

Other than some minor and predictable griping about the customized handicap ratings — a few in 'A', more in 'B', and almost none in 'C', which is 'straight' PHRF — the biggest glitch came at the end

of day two, when the results had to be rescored three times due to the computer capriciously adding an hour to the elapsed times. But the bug was soon fixed, and the collective mood, not to mention the weather for the seven-race series (six buoy races and a final longer Bay Tour), improved steadily as the days wore on.

By Sunday's sunny finale, the weather was Chamber of Commerce perfect — westerly winds of 15-20 knots, with just a hint of fog on the horizon. The Series ended on a high note, as all classes finished under spinnaker in front of the clubhouse — an awesome sight for spectators

and jaded sailing journalists alike. Judging from the smiles on the docks afterward, the Series had been a huge success both on and off the water.

Then, as quickly as they'd assembled, the happy sailors scattered for the airport or their homes. While everyone else tumbled into bed Sunday night, we sat down at our computers and burned the midnight oil, trying to sort out what happened at this year's gigantic Big Boat Series. Here's what we came up with, bro-

**Bob Garvie's always well-sailed N/M 50 'Bullseye' was the top local big boat, just edging out 'Swiftsure II' for that honor.**





# — BLOOD, SWEAT AND BEERS

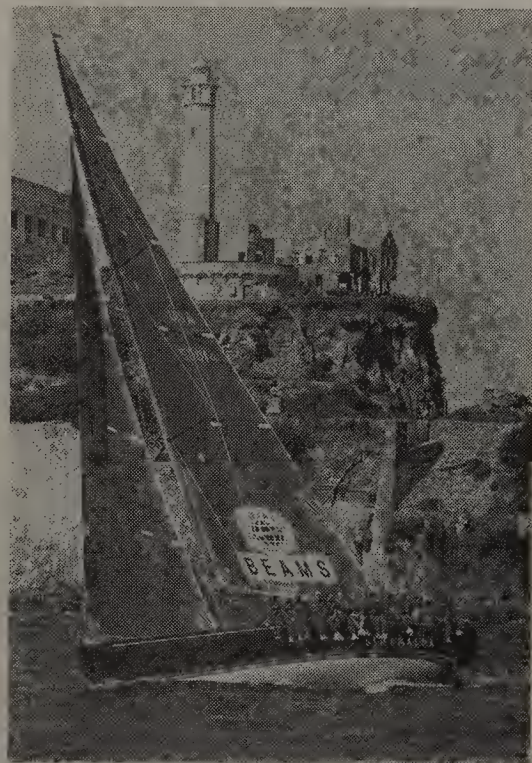
ken down by the nine classes that competed:

## Div. A — *Esmeralda*

"I'm heartbroken," said *Wasabi* owner Dale Williams, whose boat was dismantled in practice the night before the Series. *Wasabi*, a Farr ILC 46, has been on a roll all year and Williams just spent a small fortune in sails and gear as he prepared to defend his '99 BBS title. "We had the 1.5-ounce kite up and were going 14 knots," explained Dale. "It was blowing 25, gusting to 30. Scott (Easom) was driving, and we'd already rolled down once.

The guys were a little uneasy, and in retrospect we never should have tried to jibe, but we did. We couldn't get the main over, and when it finally came through at about 5,000 miles an hour, it basically ripped the rig down."

Williams will be talking with the Farr office next week about his options: he's either about to order a 50-footer (perhaps to the TransPac box rule), or put a carbon fiber rig and masthead kites on *Wasabi*. "I'm still mad about losing the rig," said Dale. "We had Terry (Hutchinson) coming the next day to drive, and I really think we would have been the boat



**Lean green machine — 'Esmeralda' hopes to continue her hot streak at Key West Race Week.**

to beat. Well, at least no one got hurt."

Hutchinson, suddenly a free agent, ended up on the beautiful new Farr 50 *Esmeralda* doing tactics for driver Ken Read and owner Makoto Uematsu, a Tokyo businessman who commutes to the U.S. for regattas along with five other Japanese crew. It was a good move on Terry's part, as *Esmeralda* went on to win the seven-boat class with seven points to spare. Ironically, Read and his all-pro crew never won a race (all deuces and one third), but sailed flawlessly while other boats had their ups and downs. If it had been an IMS regatta, *Esmeralda* would have crushed all comers by an even wider margin.

"We had six different America's Cups represented on board, basically the same crew we had at Kenwood Cup," said Read, one of the more easy-going and approachable rockstars on the circuit. "It was fun to get the gang together again and sail in a low-stress environment — and after the America's Cup, almost everything seems low-stress! And I love sailing here — if I had to pick my three favorite places to race in the world, Hawaii and San Francisco would be among them. I'll get back to you on the third one."

John MacLaurin's red Davidson 54 *Pendragon*, the scratch boat, was also staffed by lots of pros this year, including a half dozen Whitbread/America's Cup vets. They struggled early on, but seemed to find their stride at the end of the regatta, posting two bullets to pass the N/M 50 *Bullseye* on the homestretch.



# BIG BOAT SERIES 2000

"Pendragon's just now getting up to her potential," claimed regatta chairman Norman Davant. "The thing is wicked fast, a bomb waiting to go off."

*Bullseye*, sailed by owner Bob Garvie, had a local semi-pro crew aboard for the

everyone sailed for a few days, the talk all settled down. The best sailors won, period. The ratings weren't the deciding fac-



BBS. They got on the wrong side of a huge windshift in the first race, ending up sixth, but charged back in the middle of the Series with three bullets. They came unglued in the end, when tactician Kimo Worthington was ferried off the boat after Saturday's first race to catch a plane to Sydney (where he coached Russ Silvestri in the Finn class). *Bullseye*'s subsequent final two races — a 5 and a 5.5 (a tie with *It's OK!*) — plummeted them into third.

Sy Kleinman's Schumacher 54 *Swiftsure II* was a close fourth, sailing with a mostly amateur crew headed up by driver Chris Corlett and tactician Davant. (Hmmm, is anyone else starting to see a correlation between number of pros on board and finish order?) *Sea Hawk*, a new Farr 47 that was on the winning Kiwi team at the Kenwood Cup, was next. Even as the bottom-rated boat in Division-A, they may have suffered from an overly-harsh rating. Certainly, Ray Davies and his Kiwi/Japanese team were hampered by the classic 'little boat problem' that always afflicts the smallest boats at this Series.

The new 1D-48 *It's OK!* — which kept breaking stuff, including their new 3DL main in race two — and the '95 Admiral's Cup boat *Xtreme* (a Farr ILC 46 that was formerly *Capricorno*, and then *X-Rated*) brought up the rear. If the TransPac 50 class takes off — and we've heard of half a dozen projects that are in the works — this class will be even bigger and more competitive next year.

For a non-IMS regatta, this was a pretty impressive gathering of big boats. "Despite the grumbling, the ratings weren't too bad," claimed StFYC vice commodore Steve Taft, who was the local knowledge source and 'chief political officer' on *Pendragon*. "Ironically, the guy who was most livid about the ratings — Dale Williams — never got to race. After

*Man overboard! 'Growler's lifeline broke at the start of this race, putting two men in the drink.*

tor." *Swiftsure*'s finish in the last race gives an indication of just how tight the racing was — had they been 15 seconds faster, *Swiftsure* would have been first in that race instead of third, elevating them from fourth overall up to second for the Series.

## Farr 40s — Samba Pa Ti

The 16-boat Farr 40 fleet opted for a practice race Thursday instead of 'real' racing. Most all the Farris came out to flex their muscles and check their speed relative to their sisterships, but only five boats bothered to finish. When the actual racing started on Friday, Peter Stoneberg's *Shadow*, with Paul Cayard calling the shots, popped out ahead of this brutally competitive class in each race. In the shifty conditions, *Shadow* was reeled in both times, but her crew was happy to settle for a day-winning 2-2 score. The bullets went to the squeaky new *Morning Glory* and *Gone Too Farr*, the first victories for both these new and seemingly up-and-coming programs.

After posting a steady 3-5 on Friday, John Kilroy's dominant *Samba Pa Ti* returned to form along with the wind the next day, posting double bullets. Earlier in the month, *Samba* had warmed up for the BBS by hammering the fleet with straight bullets at the NOOD, as well as winning the Quick Boat Series. Prior to that, Kilroy's juggernaut had taken second in the 2000 Worlds in Newport, RI, and then romped in the lightly-attended Kenwood Cup. Her emergence at the top of the pack after Saturday's racing was no surprise.

Kilroy and righthand man John Kostecki finished off the regatta with a

fifth in the last race, good enough to beat runner-up *Shadow* by seven points. Deneen Demourkas' *Groovederci*, with globetrotter Dee Smith running the show, came on strong at the end of the regatta to claim third. Hasso Plattner's *Morning Glory* tied with *Groovederci* but fell to fourth on the tiebreaker. Still another tie for fifth was settled in favor of *Gone Too Farr* over *Pegasus*.

"I've sailed Farr 40s almost everywhere now, and can tell you that the West Coast fleet is right up there," said Kilroy. "Winning at this level is a combination of doing lots of little things right, starting with picking the right guys as crew. With two exceptions, this is the same line-up we had when we won the Worlds here last year — it's a fantastic group!" *Samba*'s team, in addition to the 'Two JKs', was

PAUL KAMEN





# — BLOOD, SWEAT AND BEERS

Eric Arndt, Matt Ciesicki, Will Baylis, Brandon Paine, Mark Sims, Ed Smythe, Morgan Trubovich and, in a shoreside role, sailmaker/coach Fuzz Foster.

Though they had a tough time at the BBS, finishing tenth, owner/driver David Thomson, tactician John Cutler and the *Peregrine* crew won the inaugural West Coast Farr 40 championship season. *Shadow* came in second, followed by *Pegasus*. The series consisted of four races in Southern California and four up here (Summer Keel Invitational, NOOD, Quick Boats, and BBS). Thomson has an ambitious schedule lined up for *Peregrine*, as his boat has been already selected to represent his native country, New Zealand,

*The Farr 40s were by far the toughest fleet at this year's BBS. Their starts, mark roundings and even finishes were often overlapped.*



**Hot, hot, hot — John Kostecki (left) and John Kilroy won again with the Farr 40 'Samba Pa Ti'.**

in next summer's Admiral's Cup.

The Farr 40s — and their entourage of pro sailors, boat workers, logo'd vans and trailers, inflatable tenders, and bottomless boxes of crew uniforms — now head to Florida for the U.S. Admiral's Cup Trials in November. Kilroy, who is buying another Farr 40 to keep on the East Coast/Europe, is obviously the man to beat for that coveted berth. Going up against

*Samba* is a daunting prospect, and only the strongest 40s will undertake that challenge. The rest will meet again at Key West Race Week, to be held on January 15-19.

Check out [www.farr40.org](http://www.farr40.org) for more.

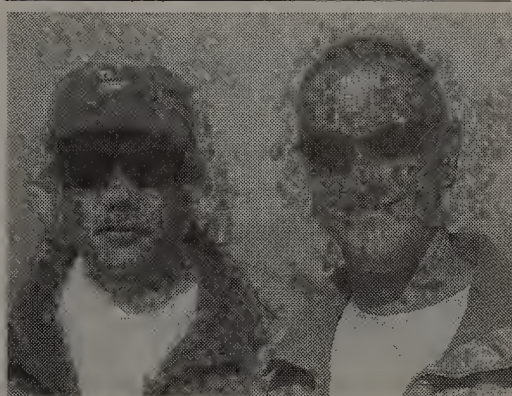
## SC 52s/50s — Ingrid

This class, like the Dolphin Cup two weekends before, turned out to be something of a non-event. Since fielding nine SC 52s last year, a half dozen more 52s have rolled out of the Soquel chicken coop — which sounded encouraging for the Big Boat Series. But, upon closer inspection, all the new 52s turned out to be cruisers and the racing fleet appears to have scattered after the Pacific Cup. *Kokopelli*<sup>2</sup> was dismantled coming home, *Ariel* is still in Hawaii, *Triumph*'s owner was in China on business, and *Warpath* sat at her dock in San Diego while Fred Howe sailed his 1D-35 here instead. *Allure* and *Vitesse*, both more ocean-oriented, apparently weren't





# BIG BOAT SERIES 2000



Bill Turpin (left) and Jay Crum won the small Santa Cruz 52/50 class with 'Ingrid'.

up for bashing around the buoys.

Just three 52s — *Ingrid*, *Rosebud*, and *Marda Gras* — showed up for the Series, which supposedly doubled as this class's third Nationals. Further diluting any semblance of a championship event was the presence of the turbo'ed SC 50 *Gone With The Wind* and the regular-octane SC 50 *Emily Carr*. It smelled like the '98 BBS all over again, when four SC 52s held their first Nationals inside a PHRF class that included two non-class boats, *Swiftsure II* and *Infinity*.

The three 52s, all of which sport standard-sized aluminum rigs, rated levelly, giving Bill LeRoy and Jim Cascino's *Gone With The Wind* 13 seconds a mile and *Emily Carr* 24 seconds. GWTW, showing her usual excellent downwind speed, opened with a bullet but faded as the regatta unfolded. Bill Turpin's *Ingrid*, which won the 52 class at the Pac Cup, and Roger Sturgeon's *Rosebud*, last year's BBS winner, soon bubbled to the top of the leader board, each sporting two bullets. Marda Phelps' *Marda Gras* was DQed in the first race for running GWTW into the finish buoy, and never seemed to recover her poise. *Emily Carr*, which Ray Minehan purchased about a year ago and is just now beginning to race, was outgunned from the get-go.

Going into Sunday's Bay Tour, *Ingrid* and *Rosebud* — two Monterey Bay boats which have developed an intense, but mostly friendly, rivalry — were tied with 13 points each. *Ingrid*, with Jay Crum calling the tactics, got the best of *Rosebud* to take the winner-take-all finale, thereby winning the BBS division as well as the 'Nationals' crown.

Two more local race-oriented SC 52s are being delivered soon (hull #25 in October and #26 in January), which bodes well for the class. "Next summer, we should truly achieve critical mass," said Santa Cruz Yachts spokesman Kevin Reeds. "We'll have at least five or six boats at every regatta!" Check out [www.santa-cruz-yachts.com](http://www.santa-cruz-yachts.com) for more info on the SC

52 class.

## Div. B — High 5

Ten different boats, most in the 40-45 foot range, enjoyed spirited competition in this division. Though some of their ratings seemed suspect — and the results seemed to change hourly as the race committee kept rescoring races — it all ultimately came down, as it should, to who sailed best on the last day. Ross Ritto's Farr IMS 40 *High 5* carried a two-point lead into the finale, with Neil Barth's recently reactivated Andrews ILC 40 *Yahoo Sports/Growler* nipping at her heels. Both boats had previously achieved fame in winning top individual honors at the Kenwood Cup, *High 5* in '92 and *Growler* in '94.

Ritto's *Rangers* — with Etchells sailor Tim Lynch steering, Sean Svendsen on the tactics, and a talented San Diego crew — emerged on top. Their consistent 3,2,1,3,5,4,3 record outlasted the Newport Beach-based *Growler*, whose fate was sealed after taking an 'I' flag penalty (knocking them from second place to fourth) at a confusing weather mark confrontation with *Surprise*. Even without the penalty, *Growler* would have come up a point short — close racing between two well-sailed boats.

"It's good to be back up here," said *Growler* owner Neil Barth, who paid double the normal BBS entry fee in order to adorn his hull with the logo of his sponsor, Yahoo Sports. Barth has also hooked up with Yahoo to sponsor his Andrews-designed Whitbread 60, and is looking into the feasibility of another run at the Volvo Race next year. "It's no secret I'm considering it, but it depends on many things," he claimed.

John Siegel's Wylie 42 *Scorpio* ended up third, and was the target of much rating envy in this class. *Scorpio* could well have won — a pair of improbable ninth place finishes sandwiched between three aces and two deuces was their downfall. Pat Nolan's skinny red J/125 *Javelin* was next, fading after a strong 1,3,2 start. As usual, it was tough to fairly rate a spritpolar with conventional boats, and *Javelin* needed to make up a lot of rating on each downwind leg. Nolan apparently is tiring of the PHRF games, and should be appearing in the J/105 fleet soon.

The rest of this class — *Raven*, *Recidivist*, *Surprise*, *Infinity* and especially *JackRabbit* (whose owner Dave Liggett recently bought half a J/105) — couldn't touch the leaders this time. "The ratings were a complete mystery," claimed sev-

eral different sailors in this division.

## J/120s — J-Bird

Like the SC 52/50s, this class fizzled in the weeks before the Big Boat Series. Hopes were high for a bigger class of J/120s, and at one point as many as 10 indicated they were coming. That seemed quite possible, as these 40-foot spritpolers are the rage down south, with over 40 boats spread out between Santa Barbara and San Diego. "It was a disappointing turnout," admitted Alameda J/Boat godfather Don Trask. "I really don't know why they didn't come."

David Janes' Newport Harbor-based J-





# — BLOOD, SWEAT AND BEERS



*Bird*, the only pure SoCal entry, took the Series with a 3,2,1,1,1,1,2 tally. With the best track record of any West Coast J/120, and a stacked crew (Mark Gaudio, Pete Heck, Ernie Richau, Mark Reardon, Erik Mayol, Clarence Yoshikane, Drew Martin, Rob Gawecke and Brandon Colgan), their victory wasn't unexpected.

Janes also owns the Tripp 50 *Falcon*, which is for sale to make room for his new Andrews 52 (one of three TransPac 50 sisterships coming this spring, with Mike Campbell and Alec Oberschmidt also plac-

ing orders). For the BBS, Janes elected to take his smaller boat — a good thing, as without it there wouldn't have been much of a 120 class. "We thought a lot about bringing the big boat," said tactician Gaudio. "But it's not at its best in the big breeze, and it's also a logistical hassle compared to just showing up in the 120."

*J-Bird* was slow out of the blocks, realizing too late that their mast was seriously out of whack. That opened the door for Jeff Brown's chartered *Galapagos*, which had Keith Lorence and John Driscoll heading up a talented San Diego crew, to post a 2-1 day. Brown, the San Diego J/Boat dealer, had rented *Galapagos* (which he recently sold to new owner Richard Bullwinkle of Menlo Park) at the last minute, seeing that the 120's

*Below, the SC 52 'Marda Gras' chases sistership 'Rosebud'. Left, hanging around on 'Marda Gras'.*





# BIG BOAT SERIES 2000



**Lynch mob** — The San Diego-based 'High 5' leads her play pals into the weather mark.

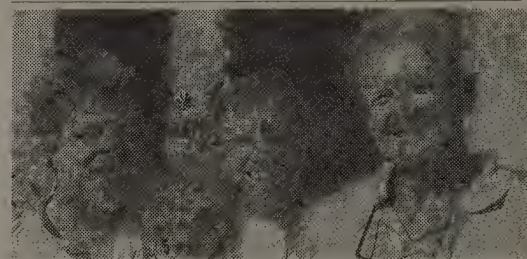
were in danger of losing their start. "We had a ball!" said Jeff, who did all the driving. "We actually led at the first mark in six of the seven races, but kept having brain fades."

Ultimately, it was *J-Bird*'s regatta. They wrapped up the Series mathematically with a race to spare, but went out anyway for the finale, placing second. *Galapagos* and Steve Madeira's green *Mr. Magoo*, the top local 120, ended up tied for second, with the nod going to the former on the tiebreaker. Hopefully, more J/120s will join the fun next year.

## Express 37s — Eclipse

Designed back in the dark ages (1984), the Express 37 class continues to hang tough at the Big Boat Series, which once again doubled as their Nationals. It was this class's eleventh appearance at the BBS, and amazingly they fielded 12 boats — up from their usual eight of the last few years, and just off their all-time high of 13 in 1991. That fine turnout surprised us, along with everyone else.

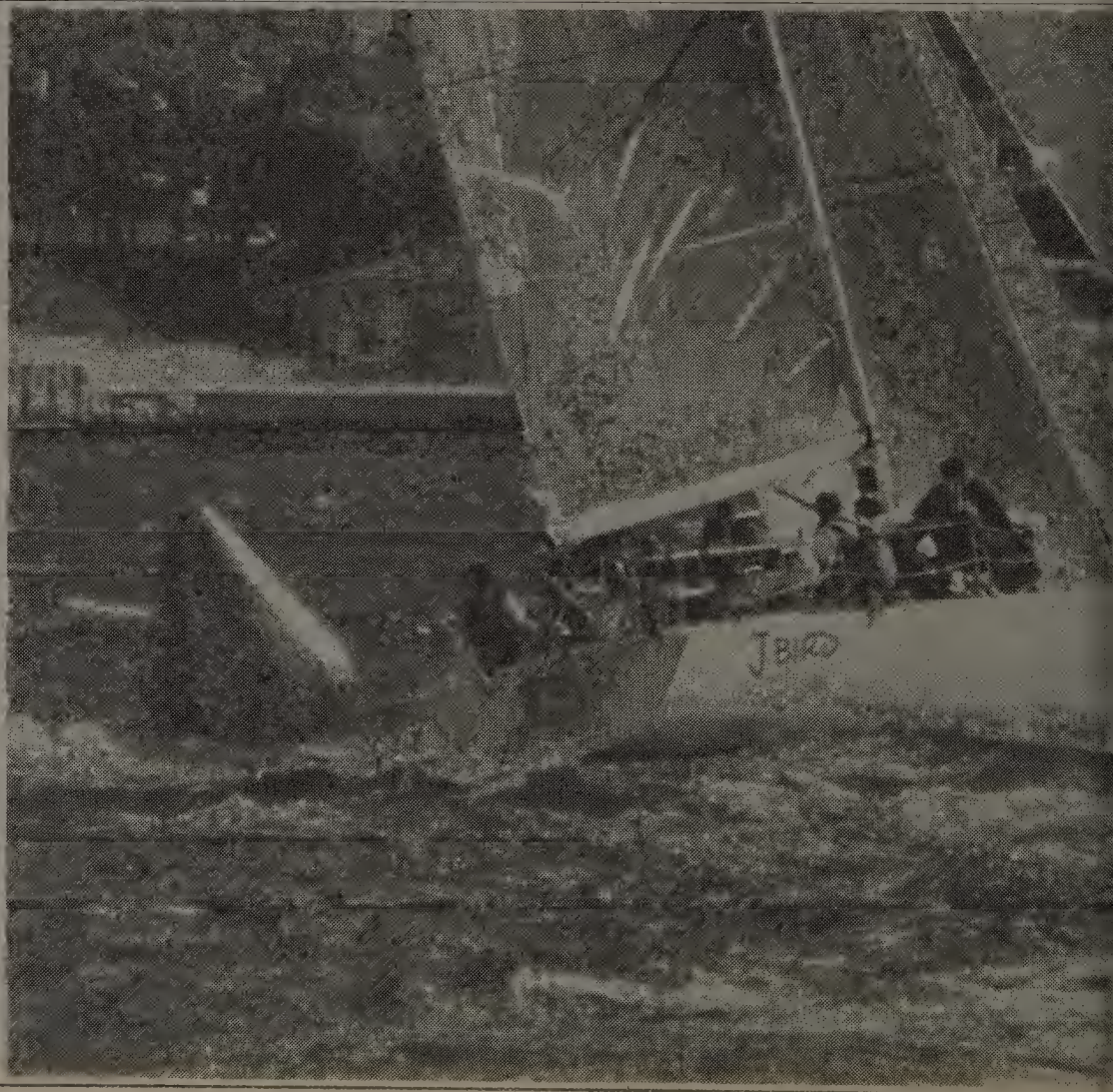
The numbers were augmented by two boats from Cabrillo Beach, the veteran *Blade Runner* and newcomer *Guinness* (ex-*Secret of NIMH*), and the return of *Mudshark* (whose crew included David Cort and some of his SoCal *Juno* crew) and *Melange* to the race course. The other



'High 5er's Ross Ritto (owner), Sean Svendsen (tactician) and Tim Lynch (driver).

eight boats were familiar, especially Mark Dowdy's *Eclipse*, which won the BBS for the third year in a row. With normal sidekick Bill Melbostad off on the Farr 40 *Blue Chip* for the Series, Dowdy drafted Jim Coggan to be his tactician. Their 2,3,2, 1,8,1,4 record was good enough to beat *Blade Runner* by three points. *Expeditous* and *Re-Quest* finished in a dead heat for third, with the former's two bullets breaking the tie in their favor.

"This regatta was way harder than the last two times," said Dowdy. "There were more boats than usual, and they were better sailed than ever. Not bad for a 'dy-





# — BLOOD, SWEAT AND BEERS

ALL PHOTOS LATITUDE 38 EXCEPT AS NOTED

ing class!" Joining Dowdy and Coggan for the three-peat were Craig Page, Mike Bruzzone, Dave Parker, Rusty Canada, Rhim Fleishman, Ruth Suzuki, Suzie Lahey and Bryan Moore.

The Nationals win was some consolation to Dowdy, who recently lost the ODCA season to *Re-Quest* by one point. The rest of the BBS class sorted out about as expected, with Bill Riess' Pacific Cup winner *Elan* putting in an unexpectedly strong showing. Kame Richards called the shots for *Elan*, which ended up fifth.

## 1D-35s — *Heartbreaker*

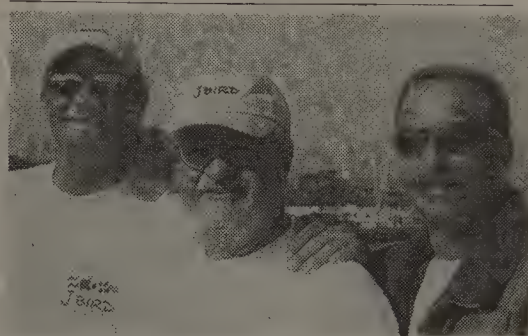
Last year, in their West Coast debut, the 1D-35s only fielded six boats at the Big Boat Series. Thanks to holding their Nationals at San Francisco YC just prior to this year's Series, 18 of these spunky N/M-designed craft were already in town. After taking a well-deserved layday on Thursday, 16 of them shuttled across the Bay to join the Big Boat Series in progress

*Mixed company — 'J-Bird' and another J/120 round inside 'Pendragon' and 'Swiftsure II'.*

on Friday.

With Nationals winner *Extreme* skipping the BBS, Bob Hughes' well-oiled *Heartbreaker* appeared to be the boat to beat. They had been second in the Nationals, and were hoping to pin down the 1D-35 season championship, a six-regatta series that began with Key West Race Week and ended here. With '97 Rolex winner Chris Larson dishing up the tactics, that's exactly what they did — though the last race was almost a 'heartbreaker'. Carrying a comfortable cushion into the finale, a jib sheet shackle let go on the starting line, the start of a series of small disasters.

*Heartbreaker* struggled to a tenth, a lowly finish for this boat — but their 1,7, 2,2,10 record was still good enough to tie with John Wylie's surging *Tabasco*. The tiebreaker went to *Heartbreaker*, which in turn gave them the 2000 season championship by the skinniest of margins — a quarter point — over the absent *Extreme*. "That was cutting it a little close," admitted Hughes, who hails from Ada, Michi-



'J-Bird' buddies Pete Heck, owner/driver David Janes, and Mark Gaudio.

gan. "But aside from that last race, we've really enjoyed our week out here. Any time the 1D-35s schedule a major regatta out here, we'll be back!"

"The Nationals was a lot harder," noted Larson. "It was much windier, and if you gave up an inch, it turned into a mile. This was more spread out and a little more casual."

*Tabasco* earned the silver, a nice rebound from her eighth at the Nationals, and *Windquest* took the bronze. Tahoe sailor Greg Dorland was *Windquest*'s guest skipper in the absence of the DeVos brothers, and he did a fine job considering he came in cold against a group that





# BIG BOAT SERIES 2000

had already been playing hardball all week. The only local boat, Bill Wright's Zsa Zsa, put together a 4,2,14,10,2 record

to take a hard-earned fifth.

For the full story, check out [www.one-design35.com](http://www.one-design35.com).

**Div. C — InfraRed**  
Norman Olson's Beneteau 42s7 Just

## 2000 BIG BOAT

Yacht	Owner/Rockstar	Design	Yacht Club	1	2	3	4	5	6	7	Total
<b>ST. FRANCIS - A</b>											
1. <i>Esmeralda</i>	Makoto Uematso/Ken Read	Farr 50	Seabornia (JPN)	2	3	2	2	2	2	2	15
2. <i>Pendragon 4</i>	J. MacLaurin/J. Hansen/S. Taft	Davidson 54	St. Francis	3	5	5	4	3	1	1	22
3. <i>Bullseye</i>	Bob Garvie/Kimo Worthington	N/M 50	St. Francis	6	1	3	1	1	5	5.5	22.5
4. <i>Swiftsure II</i>	S. Kleinman/C. Corlett/N. Davant	Schum 54	St. Francis	4	2	1	5	6	3	3	24
5. <i>Arcline/Sea Hawk</i>	Naohiko Sera/Ray Davies	Farr 47	Royal NZ	1	4	4	7	4	4	4	28
6. <i>It's OK!</i>	L. Beery & A. Rose/C. Fletcher	1D-48	St. Francis	5	9	8	3	5	6	5.5	41.5
7. <i>Xtreme</i>	Warren Gross/John Bennett	Farr ILC 46	Mission Bay	7	6	7	6	9	7	7	49
8. <i>Wasabi</i>	Dale Williams/Terry Hutchinson	Farr ILC 46	St. Francis	9	9	9	9	9	9	9	63
<b>ST. FRANCIS - B</b>											
1. <i>High 5</i>	R. Ritto/T. Lynch/S. Svendsen	Farr 40 (IMS)	San Diego	3	2	1	3	5	4	3	21
2. <i>Yahoo Sports/Growler</i>	Neil Barth/Scott Dickson	And. ILC 40	Newport Harbor	5	5	3	1	1	5	4	24
3. <i>Scorpio</i>	John Segel/Mark Adams	Wylie 42	St. Francis	2	1	9	9	2	1	1	25
4. <i>Javelin</i>	Pat Nolan/Mo Hart	J/125	St. Francis	1	3	2	8	7	6	6	31
5. <i>Raven</i>	Mark Thomas/Bob Pistay	N/M 39	Richmond	4	4	6	6	6	3	4	33
6. <i>Rebidivist</i>	Colin Case/Tim Parsons	Schum 40	San Francisco	7	9	5	2	3	8	5	39
7. <i>Surprise</i>	S. Chamberlin/C. Schumacher	Schum 46	Richmond	10	7	4	5	4	2	7	39
8. <i>Infinity</i>	Vic Bishop	N/M 50	Hawaii	6	6	8	7	9	9	10	55
9. <i>JackRabbit</i>	Dave Liggett/Bill Colombo	N/M 39	Richmond	10	8	7	8	8	7	8	56
<b>ST. FRANCIS - C</b>											
1. <i>Infrared</i>	Ray & Bonnie Lopez/Chris Boome	Davidson 44	Stockton	2	2	4	1	2	1	7	19
2. <i>Just in Time</i>	Norman Olson/Jahn Titansky	Beneteau 42s7	St. Francis	1	1	7	5	3	2	1	20
3. <i>Bodacious</i>	John Clauser/Bobbi Tosse	Farr 40 (IOR)	Richmond	7	7	1	4	4	3	8	34
4. <i>China Cloud</i>	Leigh Britel/Les Raos	J/40	Richmond	4	6	3	8	7	7.5	6	41.5
5. <i>Phoenix</i>	David Fell	Kihara 38	Seal Beach	10	5	2	3	10	5	10	45
6. <i>Gator</i>	Todd Wheatley	Frers 40	Long Beach	6	9	5	2	11	10	9	46
7. <i>Destiny</i>	Howard Gordon	Swan 43	Morro Bay	9	11	9	11	1	4	2	47
8. <i>Kaya</i>	Mac Lingo	Swan 44	Richmond	3	4	10	7	9	11	4	48
9. <i>Petard</i>	Keith Buck	Farr 36	Corinthian	5	8	11	9	5	7.5	3	48.5
10. <i>Mostly Harmless</i>	Paul & Lee Bergman/Roy Haslup	SR 33	Encinal	8	9	6	10	6	6	5	50
11. <i>Wired</i>	Robert Weed	Beneteau 40.7	Tiburon	11	10	8	6	8	9	11	63
<b>ONE DESIGN 35</b>											
1. <i>Heartbreaker</i>	Bob Hughes/Chris Larson	1D-35	Macatawa Bay (MI)	—	—	1	7	2	2	10	22
2. <i>Tabasco</i>	John Wylie/Rick Merriman	1D-35	San Diego	—	—	5	5	7	4	1	22
3. <i>Windquest</i>	Greg Dorland/Dobbs Davis	1D-35	St. Francis	—	—	8	3	5	3	8	27
4. <i>Widowmaker</i>	Nick & Tina Worth/Brian Bennett	1D-35	Hampton (VA)	—	—	10	8	3	6	3	30
5. <i>Zsa Zsa</i>	Bill Wright/Seadon Wijsen	1D-35	St. Francis	—	—	4	2	14	10	2	32
6. <i>Joss</i>	Mark Foster/John Bertrand	1D-35	Houston	—	—	3	1	13	1	17	35
7. <i>Center of Gravity</i>	Johnson & Lehman/J. Gladstone	1D-35	Arizona	—	—	11	4	9	5	15	44
8. <i>Wild Thing</i>	K. Zylstra/B. Camel/B. Mitchell	1D-35	Coronado	—	—	16	14	1	9	5	45
9. <i>Avalanche</i>	Sledd Shethorse/Larry Leonard	1D-35	Hampton (VA)	—	—	14	9	4	14	4	45
10. <i>Northern Bear</i>	Stephen Priefer/Mark Ploch	1D-35	Milwaukee	—	—	6	12	11	7	13	49
11. <i>Avanti</i>	Frank Schinco/J.B. Braun	1D-35	Hampton (VA)	—	—	16	6	8	11	9	50
12. <i>Smiling Bulldog</i>	Garth Dennis/Rich Feeney	1D-35	Ithaca (NY)	—	—	7	13	10	16	6	52
13. <i>Koinonia</i>	Doug Ament/Steve Reed	1D-35	San Diego	—	—	2	17	15	8	11	53
14. <i>KT's Choice</i>	Bud Stratton/John Wimer	1D-35	San Diego	—	—	15	15	6	12	12	60
15. <i>Victory</i>	Buddy Cribb	1D-35	Coral Reef (FL)	—	—	9	11	12	15	14	61
16. <i>Kaizen</i>	Fred Howe	1D-35	San Diego	—	—	16	10	16	13	7	62
<b>EXPRESS 37</b>											
1. <i>Eclipse</i>	Mark Dowdy/Jim Coggan	Express 37	San Francisco	2	3	2	1	8	1	4	21
2. <i>Blade Runner</i>	Mick Schlens/Kim Dincel	Express 37	Cabrillo Beach	4	8	3	2	2	4	1	24
3. <i>Expeditious</i>	Bartz Schneider/Chris Hackett	Express 37	San Francisco	3	4	1	9	1	3	5	26
4. <i>Re-Quest</i>	Glenn Isaacson/Liz Bayliss	Express 37	San Francisco	1	6	6	3	3	5	2	26
5. <i>Elan</i>	Bill Riess/Kame Richards	Express 37	Richmond/Encinal	6	2	4	4	9	2	3	30
6. <i>Bliss</i>	Mike Grisham/Seamus Wilmot	Express 37	Richmond	5Y	1	5	8	6	6	6	37
7. <i>Spindrift V</i>	Lynn & Larry Wright	Express 37	Richmond	7	4	8	5	5	7	7	43
8. <i>Espresso</i>	Steve Saperstein	Express 37	Encinal	5	8	7	6	4	10	8	48
9. <i>Melange</i>	Jim Reed	Express 37	St. Francis	10	6	9	11	7	8	10	61
10. <i>Mudshark</i>	David Fullerton & David Cort	Express 37	Golden Gate	8	10	12	7	12	12	11	72
11. <i>Guinness</i>	Chris Chandler	Express 37	Cabrillo Beach	9	11	10	10	11	9	12	72
12. <i>Sally Ann</i>	Michael Franchetti	Express 37	Sausalito	11	12	11	12	10	11	9	76

D=Disqualified; Y=Redress



# — BLOOD, SWEAT AND BEERS

in Time opened the series with two bullets, but fell off that torrid pace as the Series progressed. Coming on strong to

win this 11-boat class was Ray and Bonnie Lopez's much-improved Davidson 44 *InfraRed*. "We went down south this

spring to get our crew work together and learn to shift gears better," said Ray. "We ended up winning the Golison Regatta,

## SERIES RESULTS

<u>Yacht</u>	<u>Owner/Rockstar</u>	<u>Design</u>	<u>Yacht Club</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>Total</u>
<b>FARR 40</b>											
1. <i>Samba Pa Ti</i>	John Kilroy/John Kostecki	Farr 40	St. Francis	—	—	3	5	1	1	5	15
2. <i>Shadow</i>	Peter Stoneberg/Paul Cayard	Farr 40	St. Francis	—	—	2	2	3	12	3	22
3. <i>Groovederci</i>	Deneen Demourkas/Dee Smith	Farr 40	Santa Barbara	—	—	9	6	2	7	1	25
4. <i>Morning Glory</i>	Hasso Plattner/Dean Barker	Farr 40	St. Francis	—	—	1	9	4	3	8	25
5. <i>Gone Too Farr</i>	Dave Carrel/Jeff Thorpe	Farr 40	Golden Gate	—	—	8	1	11	5	9	32
6. <i>Pegasus</i>	Philippe Kahn/Morgan Larson	Farr 40	Waikiki	—	—	4	3	5	13	8	32
7. <i>Revolution</i>	Brack Duker/Steve Benjamin	Farr 40	California	—	—	8	7	12	6	2	36
8. <i>Cavallino</i>	Draganic & Lammens/C. Perkins	Farr 40	St. Francis	—	—	12	4	13	2	6	37
9. <i>Crocodile Rock</i>	Alex Geremia/Robbie Haines	Farr 40	Santa Barbara	—	—	7	10	6	4	11	38
10. <i>Peregrine</i>	David Thomson/John Cutler	Farr 40	St. Francis	—	—	13	8	15	9	4	49
11. <i>Endurance</i>	Mike Condon/John Koliis	Farr 40	San Francisco	—	—	5	13	8	13	13	52
12. <i>Wahoo</i>	Robert Shaw/Peter Holmberg	Farr 40	San Francisco	—	—	11	14	10	11	10	56
13. <i>Raging Bull</i>	Richard Marki/Bouwe Bekking	Farr 40	Douglas	—	—	10	15	7	15	12	59
14. <i>Temptress</i>	Alan Field/Dave Ullman	Farr 40	California	—	—	14	12	9	14	14	63
15. <i>Flyer</i>	Stewart Kett/Chris Watts	Farr 40	St. Francis	—	—	15	11	16	10	16	68
16. <i>Blue Chip</i>	Walt Logan/Carlos Badell	Farr 40	San Francisco	—	—	16	16	14	16	15	77
<b>SANTA CRUZ 52/50</b>											
1. <i>Ingrid</i>	Bill Turpin/Jay Crum	SC 52	St. Francis	2	1	3	2	4	1	2	15
2. <i>Rosebud</i>	R. Sturgeon/R. Schuyler/J. Halterman	SC 52	Santa Cruz	3	2	1	4	1	2	3	16
3. <i>Gone With The Wind</i>	Bill LeRoy & Jim Cascino	SC 50+	St. Francis	1	4	4	1	3	4	1	18
4. <i>Marda Gras</i>	Marda Phelps/Jack Christensen	SC 52	Seattle	6D	3	2	3	2	3	4	23
5. <i>Emily Carr</i>	Ray Minehan	SC 50	Corinthian	4	5	5	5	5	5	5	34
<b>J/105</b>											
1. <i>Wind Dance</i>	Steve Pugh & Jeff Littfin	J/105	St. Francis	2	4	3	12	12	4	5	42
2. <i>Sails Call</i>	Ian Charles	J/105	St. Francis	1	13	19	3	3	6	2	47
3. <i>Jose Cuervo</i>	Sam Hock	J/105	Sausalito	3	8	7	2	21	1	9	51
4. <i>Bella Rosa</i>	Dave Tambellini	J/105	Alameda	4	16	2	13	1	13	4	53
5. <i>Charade</i>	Tom Coates	J/105	St. Francis	10	3	21	14	2	3	3	56
6. <i>Good Timin'</i>	Phil Perkins & Dave Wilson	J/105	St. Francis	16	20	1	4	5	14	1	61
7. <i>Orion</i>	Gary Kneeland	J/105	Sausalito	17	14	6	8	7	12	8	72
8. <i>Blackhawk</i>	Dean Dietrich	J/105	St. Francis	5	1	13	10	8	16	20	73
9. <i>Wallopig Swede</i>	Tom Kassberg	J/105	South Beach	11	6	23	6	6	5	30	87
10. <i>Juxtapose</i>	Dick Watts & Tom Thayer	J/105	St. Francis	19	7	12	25	11	2	12	88
11. <i>Jitterbug</i>	Chuck Eaton	J/105	St. Francis	8	19	8	11	19	18	10	93
12. <i>Hoku'lele</i>	Rob Cooper & Dennis Deisinger	J/105	St. Francis	21	15	10	16	10	10	18	100
13. <i>Advantage 3</i>	Pat Benedict	J/105	Diablo Sailing	7	25	18	1	18	27	11	107
14. <i>Arbitrage</i>	Bruce Stone	J/105	Manhattan	9	12	4	28	33D	9	13	108
15. <i>Jabberwocky</i>	Brent Vaughan	J/105	St. Francis	6	10	11	21	20	20	20	108
16. <i>Bald Eagle</i>	Randy Paul	J/105	St. Francis	12	5	5	17	29	23	22	113
17. <i>Thrasher</i>	Steve Podell	J/105	St. Francis	23	28	15	5	15	11	23	120
18. <i>Just Foolin' Around</i>	Tom Kennelly	J/105	St. Francis	30	22	14	20	13	8	15	122
19. <i>Joy Ride</i>	Bill Hoehler	J/105	Tiburon	26	27	9	31	4	19	12	128
20. <i>Tiburon</i>	Steve Stroub	J/105	San Francis	24	24	16	26	9	17	16	132
21. <i>Capricorn</i>	Bill Booth	J/105	None	20	11	28	9	17	22	27	134
22. <i>Out of Options</i>	Doug Berman	J/105	St. Francis	14	2	20	18	22	29	33	138
23. <i>Whisper</i>	Eden Kim	J/105	St. Francis	22	33	17	23	14	7	25	141
24. <i>Irrational Again</i>	Jaren Leet	J/105	St. Francis	13	17	27	27	16	25	26	151
25. <i>Lightwave</i>	Richard Craig	J/105	Encinal	15	9	30	19	26	31	25	155
26. <i>Pippin</i>	David Owen	J/105	St. Francis	28	21	24	15	23	30	17	158
27. <i>Wianno</i>	John Sullivan	J/105	St. Francis	27	18	26	24	28	15	28	166
28. <i>Ultimatum</i>	Vince DiLorenzo	J/105	Encinal	18	23	31	22	27	24	29	174
29. <i>Konza</i>	Bob Carlston	J/105	Royal Hong Kong	25	26	22	30	24	21	31	179
30. <i>Ronin</i>	Kris Jacob	J/105	St. Francis	33	33	25	7	30	28	33	189
31. <i>Kookaburra</i>	Craig Mudge	J/105	Royal So. Aus.	29	29	29	29	25	26	26	193
32. <i>We Be Jammin 2</i>	Jonathan Zakin	J/105	St. Francis	33	33	33	33	33	33	33	231
<b>J/120</b>											
1. <i>J/Bird</i>	David Janes/Mark Gaudio	J/120	Bahia Corinthian	3	2	1	1	1	1	2	11
2. <i>Galapagos</i>	Jeff Brown/Keith Lorence	J/120	Bahia Corinthian	2	1	3	2	3	2	4	17
3. <i>Mr. Magoo</i>	Steve Madeira	J/120	St. Francis	1	3	2	3	2	3	3	17
4. <i>Dayenu</i>	Doug Slakey	J/120	Coyote Point	4	4	4	5	4	4	1	26
5. <i>Jolly Mon</i>	Mark Bowman	J/120	St. Francis	5	5	5	4	5	5	5	34



# BIG BOAT SERIES 2000

and now we've finally won the Big Boat Series! We're no longer the 'big fat red boat' — from now on, we're officially the 'big fast



**Space cowboys** — *InfraRed's* Ray and Bonnie Lopez with driver Chris Boome (right).

red boat!"

Lopez, a fit 61-year-old former 505 sailor, was joined on *InfraRed* by an almost equally old 16-person coed crew, including driver Chris Boome, Skip Stevely, Ray Pingree, Steve Toschi, Rex Mallott, Bobby Doshier and a host of other characters he lured out of retirement. "We called ourselves the 'Space Cowboys,'" laughed Lopez, referring to the geriatric astronaut movie. "Don Trask wanted to know where we hid all the wheelchairs while we were out racing!"

*Just in Time* ended up second, followed by John Clauser's veteran Farr one tonner *Bodacious*. The rest of the class — including SoCal visitors *Gator* and *Phoenix*, and the brand new Beneteau 40.7 *Wired* — struggled unsuccessfully to stay with the leaders, though the Swan 43 *Destiny* did manage to win a race.

## J/105s — *Wind Dance*

An unprecedented 31 J/105s hit the starting line, the largest local gathering ever of these wildly popular 34.5-foot spritpolers. For the mathematically impaired, that translates to almost one third of this year's BBS fleet! (Simultaneously, even more J/105s — 35, a new world record — were competing in Annapolis at the Nationals. That regatta, however, drew from four different East Coast fleets as opposed to the BBS, which drew only from Fleet #1.)

This class — which now boasts 40 boats racing on the Bay and over a dozen more in the wings — was originally let into the BBS nine years ago, back when the Series was hurting for entries. With strict one design controls and a firm anti-pro stance, the 105 fleet grew steadily throughout the '90s to its now lofty status as the premier one design class on the Bay. But 31 boats on the starting line was something new (27 at the recent NOOD and 25 at last year's BBS were the



previous highs), and some crystal balls were predicting the mother of all 'train wrecks' before the long weekend was over.

However, other than a bunch of recalls (five starts in the last race!) and a few 720s, the fleet was quite well behaved. Remarkably, a pair of newcomers — Steve Pugh and Jeff Littfin on *Wind Dance* — topped the huge fleet in their first outing. Sailing with Scott Inveen (Pugh's brother-in-law from Seattle), David Lyons and Peter Phillips, the new owners rattled off a 2,4,3,12,12,4,5,5 record to top the 'old guard' with breathing room. Other than being tapped by another boat (and suffering a bent stanchion) during what

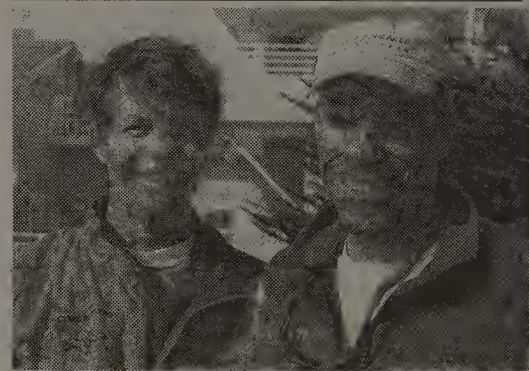


turned into a general recall, their debut was a roaring success.

Though Pugh and Littfin only took delivery of *Wind Dance*, hull 375, about two weeks before the BBS, they knew exactly what to do when the starting gun went

**'InfraRed' had some senior moments in the last race, but held on to win Division C.**

off. They both previously campaigned J/24s, and lately have owned the Melges 24 *Dynamo Hum* together. "We're used to fleets this size, and the asymmetrical stuff is basically like on the Melges," said Steve. It also didn't hurt that both Littfin, who does the driving, and Inveen are former America's Cup sailors, both on Tom



**More winners** — Above, the 1D-35 'Heartbeaker's' Chrls Larson and Bob Hughes. Left, Mark Dowdy and Jlm Coggan of the Express 37 'Eclipse'.

Blackaller's '87 squad.

Ian Charles' *Sails Call* took the deuce, their same finish as last year, with tactical input from John Oldham. Defending BBS champ *Jose Cuervo* was the third boat on the podium, another great performance from 71-year-old Sam Hock and his youthful (66-year-old) guest tactician, Hank Easom. The Perkins/Wilson syndi-



# — BLOOD, SWEAT AND BEERS



cate on *Good Timin'* sailed somewhat erratically (for them), ending up sixth despite being the only 105 to score double bullets. *Good Timin'* nevertheless finished off the J/105 season championship in first, followed distantly by *Sails Call*, *Blackhawk*, *Jose Cuervo* and *Bella Rosa*.

See [www.sj105.org](http://www.sj105.org) for a recap of the J/105's Big Boat Series, as well as final standings in their 36-race, 8-throwout 2000 championship season.

That's about all the news that's fit to print on this year's gigantic Big Boat Series. Aside from a few minor and easily overlooked problems, it was another banner year for this event — and it may stick permanently in the record books as the biggest Series ever, especially if St. Francis begins putting a cap on the number of entries in the future. What an enviable position to be in — we've come a long way since the Series bottomed out with the 24-boat calamity of 1989.

"Here's some more good news — you won't have me to kick around next year!"



J/105 winners, from left — Peter Phillips, David Lyons, Scott Inveen, Jeff Littfin and Steve Pugh.

said Norman Davant, who is retiring as regatta chairman after building the regatta up nicely over the last two years. "The rating issues were getting to me, and I really need to tend to my business. . . Next year, I hope they lock the owners of all the handicap boats in a board room with a case of wine, and don't let them out until they agree on their ratings among themselves!"

The 2001 Big Boat Series — lucky number 38 — will be held on September 13-16. That's good news, too, as the winds should be more reliable earlier in the month. It also means our staff will get to sail in the event again, rather than watch wistfully during our deadline weekend. We can hardly wait!

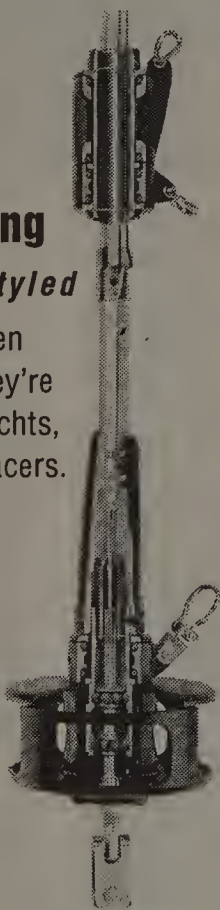
— latitude/rkm

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# MYRON SPAULDING

**B**oatbuilder, designer, sailor, musician and mentor Myron Spaulding passed away on Monday, September 11, of the infirmities of old age. He was 94.

In the current age of dot coms, video games and 30-second sound bites, it's difficult to articulate just what Spaulding meant to Bay Area sailing. Ironically, the very fact that he lived so long has obscured his place in history. When Tom Blackaller and Gary Mull passed at comparatively young ages, for example, their contemporaries were there to freeze the moment in time, and to fix their place in the fabric of Bay sailing. Myron, however, not only outlived his contemporaries, he outlived much of the next generation and the one after that! Simply put, there was no stopping point at which peers could define the humble man who became an institution on the Bay before most of us were even born — before some of our fathers were even born. Now only a few are left who can even try to summarize that amazing life.

We begin our tribute with the reprisal of a story that was printed in *Latitude 38* in February of 1989 — back when Myron was 'only' 84. The late Shimon Van Collie wrote the piece. We've always felt it was one of his best as it captured the personality, as well as the history, of a man whose contribution to Bay Area sailing may in the end be inestimable.

**M**yron Spaulding came into the world the same year Einstein presented his theories on relativity and one year before the famous San Francisco earthquake. Implausible as it seems, it's not hard to imagine that the combination of those two factors may have had something to do with his longevity. Perhaps the mass and energy of the big jolt combined to fuse some special properties into his DNA structure. Whatever it was, 84 years later, his large head crowned with white hair, his face lined with patrician dignity, Myron Spaulding forges ahead with an energy a man half his age would envy.

Fact is, it's hard to catch up with him long enough to even do an interview.

"Can I come over and see you this afternoon?" I ask over the phone.

"Oh, gosh, no!" he says. "I've got to be over at Anderson's and go up the mast of *Sovereign*. You know, the maxi. They've changed the ballast on her and I've got to measure her up."

"What about tomorrow?" I continue.

"Heck no! Colin Case is supposed to bring over *National Biscuit* and I have to measure her."

"When do you think you might have some time?" I ask, trying to hide my ex-

asperation.

"Don't rightly know," he says, in his Jimmy Stewart disarming way. "I'm so damn busy around here."

"Around here" is Myron's large, white boatyard in Sausalito's Clipper Yacht Harbor. If you don't recall seeing Spaulding Marine in your travels around that city, that probably suits Myron just fine. There's no big neon sign to point the way, and the white wooden wall facing the parking lot next to Caruso's Fish Market gives no hint of what's inside. In fact, about the only way you know he's there at all is by the name painted on the mailbox by the front door and his white Chevrolet pickup truck that usually sits out front.

Step through that door, however, and you're transported into another era. One where wood was king, where craftsmanship ruled and where 'high tech' meant bronze fittings and dacron sails. Of course, those glory days ended years ago, and the shop could use a massive spring cleaning. The solemnity of the space, however, inspires awe. The stout wooden walls, piles of lumber, the half-finished 28-ft sloop covered with white tarps, wooden masts hanging from the rafter —



*Myron Spaulding and friend.*

they all muffle any outside sound. The passage of time is marked only by streaks of sunlight slowly marching across the sturdy 3x12 and 3x14 planks that make up the floor.

I finally descend on Myron unannounced at 8:30 the next day, hoping to corral him for a little while before he starts his daily duties. Standing in his small, cluttered office near the front door, he looks fit and lean. He sports a wool tweed blazer over a khaki vest and shirt. His spectacles are slung around his neck on a long retaining cord. Less than half his age, I am freezing in the January morning, but he appears unruffled by the temperature.

Like James Joyce's *Ulysses*, you can pretty much begin the conversation anywhere with Myron. Actually, he usually starts and you try to hang on as he jumps from topic to topic, tying together pieces of a story that might span 10, 30 or 50 years.

**H**e points to the black-and-white picture on the office wall of the 50-ft yawl



*Suomi* sliding across the Bay under full sail in the 1950s. Myron designed the yacht for Arvig Johnson, a Finnish carpenter and contractor who built the boat himself.

"She was sweet," says Myron with a smile on his face. "She was tiller-steered and you could bear off on the starting line and she'd just turn down smoothly without putting the leeward rail under. We raced against Thomas Short's *Tasco*, a 50-ft Sparkman and Stephens yawl, and gosh, you'd try to bear off with her and you'd be climbing up the weather rail watching the water come into the cockpit!"

*Suomi* was sold to a dentist in Newport Beach, he continues, and then sold again to Henry Mieggs, a member of an old San Francisco family. Mieggs and some of Myron's friends went down to sail her back from Southern California to the Bay and were run down off Point Arguello by a ship early in the morning.

"The ship's flagpole must have hooked the jib stay," he says, "and picked the boat up as it broke against the bow. She was so well built. Gosh, it must have been awful. All they found was half of one body."

*Suomi* was just one of Myron's designs, including both custom and production models. Among the former was an early 37-footer called *Buoyant Girl*, which he built at his first boatyard at McNear's Beach in the early 1950s. Most of the boats on the Bay at the time were modified East Coast designs, favoring internal ballast. Myron reasoned that putting lead in the keel might make *Buoyant Girl* stiffer in the local breeze. The concept worked. Myron helped the owner race the yacht and recalls that "we had our own way for a while until the others caught on."

Another custom craft was *Chrysopyle*, a 45-ft yawl which Myron not only designed, but built in his Sausalito shop for Dean Morrison. In modern corporate terminology, he had total 'vertical integration' at the time. He lofted the lines on a deck above the main floor, steamed the frames, made the mast and even cast the 12,000-pound keel.

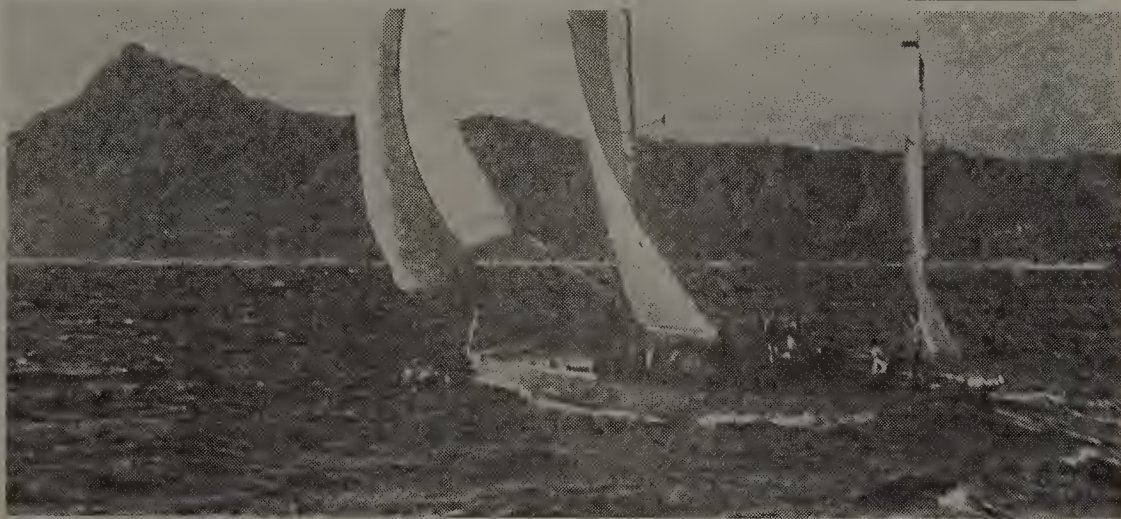
There were also production boats, such as the 20-ft Clipper sloop, of which some 50 or 60 were built. Perhaps best known are his six Spaulding 33s, built of marine plywood. ("They used to call it 'water-proof,'" he says, "but now it's referred to as 'water-resistant'.")

The 28-footer currently under wraps in his shop had a long birthing process.

A friend had Myron design and build it almost 20 years ago for pleasure sailing. Almost finished, the yacht represents a

owner just doesn't know what to do with it now, so it just sits.

"Most of my friends have gotten older," says Myron. "They saved their dough and retired to a ranch someplace where they don't know what an anchor is!"



'Dorade' off Diamond Head at the finish of the '36 TransPac. Myron was the winning captain and navigator.

time capsule with its Honduras mahogany deadwood, white oak frames and Douglas fir full-length planking. Myron says the

There's no retirement for him, however. He acts as one of the Bay Area's two official U.S. Yacht Racing Union (now US Sailing — ed.) measurers, qualified to certify both IOR and IMS ratings. His atten-

## REMEMBERING MYRON

Myron was a tremendous influence on every sailor active on San Francisco Bay in the first 60 or 70 years of the century — whether they knew it or not.

Besides being an excellent sailor, he was one of the premier designers in the country, though it went largely unrecognized. He had a clear understanding of how CCA, IOR and all the various measurement rules evolved, and he was a huge influence on designers such as Gary Mull, Ron Holland and Tom Wylie, to name a few.

The thing that Myron did for all people under his influence was to show them a way and an ethic of addressing problems that was results-oriented and had very little to do with economics. Concepts and results were his standards of excellence. Never the dollar.

*Buoyant Girl* is a good example. That was a very effective boat which he had designed, built and sailed aboard a lot. Well, 12 or 15 years went by, the boat was sold and the new owner brought it to Myron to survey. Myron went through the boat and the only thing he found wrong was that the fasteners for the genoa track were slightly suspect. When the new owner groaned, Myron told him that he

had bored and countersunk the holes for #12 fasteners, but had only put #10s in. All he had to do was back them out and put in bigger screws.

Lurking in that anecdote is a thorough knowledge of materials, the way that materials degrade, and his foresight in planning for what was needed when they did.

The great crime of Myron's life is that he was unrecognized by all but a few devotees of the sport.

— commodore tompkins

Myron was one of the best sailors on the Bay, ever. He knew the water, he knew design, and he knew how to make boats go fast. He was one of the first pros long before there were pros.

My brother Bruce and I first sailed with Myron when we were barely in our teens. We both used to sail Clippers a lot — the class boats he designed and built — and he would always help us out and give us hints. He was always lots of fun to be with in those days.

Myron is actually the reason I got Yucca, my 8-Meter. We had sailed together in *Hussy* and I really liked the boat. After I sold *Serenade*, I asked Myron to design me a 40-footer. Before he got around to



# MYRON SPAULDING



**Clipper #1 sails off Sausalito. Around 60 of these handsome plywood boats were built.**

SPAULDING BOAT WORKS

tion to detail and accuracy is well known.

"He's amazingly sharp," says Alameda yacht designer Carl Schumacher. "You think he's stumbling along in that way of his and you wonder if he's all there, but as soon as he starts talking, you realize he knows exactly what's going on."

His fellow measurer, Dick Horn of Lafayette, holds him in very high regard. Sometimes the pair have to measure the same boat twice, such as Irv Loube's One Tonner *Bravura*, for last fall's world championship. Horn characterizes Myron's

work as impeccable.

"He goes up the mast on every boat he measures," he adds, recalling a couple of years ago when Horn had to stand aside as Myron put the ruler to his own boat, the Schumacher 30 *Screamer*. "It got to be time to go up the mast and I said, 'Myron, you're getting too old, why don't you let me go up?' He stared at me over the top of his glasses and told me to get ready to grind. I winched him up to the second spreaders and just ran out of gas. He looked down and shouted, 'You young fart! I would have gotten you all the way up!'"

But measuring and building boats is really Myron's second career. Born in Eureka, he came from a musical family. His brother studied piano — poorly, according to Myron. When his father asked young Myron what instrument he'd like to study, he replied anything but the piano, having heard his sibling play. The next night, his father brought home a violin and that was that.

The family moved to San Francisco when Myron reached his teens and he attended Polytechnic High School, which used to stand adjacent to Kezar Stadium. Myron remembers the gridiron palace while he was in school. He played in the school orchestra and, with the help of some good teachers, eventually found work as a professional musician.

"I played in theaters, orchestra, for dinner resorts, the ballet and the opera," he recalls. "Even for silent movies, like *Ben Hur*, and for Vaudeville at the old Fox Theater on Market Street. The orchestra played on an elevator that rose up out of the floor. Oh, it was grand!"

Myron's first boat was a 16-ft keelboat that he built in woodworking class at Polytechnic. He and Denny Jordan, who had his own 21-ft Coyote Point centerboarder, spent their afternoons racing against one another off Crissy Field. With his weighted keel, Myron would usually win going upwind, but Jordan would catch up downhill by raising his centerboard.

## REMEMBERING MYRON (cont'd)

it. I came upon Yucca down in Southern California. I called Myron up and asked what he thought and he said, "Buy it."

In the late '50s through early '60s, all the boatbuilders along the waterfront used to have lunch together at Ricos, which was right across from Zack's. You could get all the soup, salad and bread you wanted for \$2.50. Myron used to hold court there every day. We were all in the same business, but he was always willing to help anyone.

A few of the old guard started getting together again a while ago for lunch at the Cruising Club. About three months ago, Myron got wind of it and asked if he could come. We drove over together and he just had a great, great time. Even then, he was still very sharp. He told me things about jobs I'd done that I'd completely forgotten about until he mentioned them!

Myron's passing is truly the end of an era — of a guy, and a type of guy, you'll never see again.

— hank easom

If there was a Bay Area sailors' Hall of Fame, Myron would certainly be the charter member. He was one of two or three people I've known over the years who could get the most out of any boat they raced. But he was the *only* one who also

designed and built boats, which made him a 'complete' yachtsman. It's a shame he never got the recognition he would have if he were born in New England.

An example of how good he was occurred in 1946. The Newport Harbor YC had issued a challenge for the San Francisco Perpetual Trophy, which was then held by the Corinthian YC. Their named challenger was the 46-ft sloop *Amorita*. She was a beautiful, professionally maintained yacht with brand new sails.

The only boat the Corinthian could come up with was the 8-Meter *Hussy*, which had had no real work done to her since before the war. The sails also predated the war and some were even originals from when she was built in 1928! Fortunately, they named Myron to sail the boat. At that time he was the most successful racing skipper on the Bay.

*Hussy* was hopelessly outclassed that day, but in an incredible performance that took into account the boat's strengths, the tides and the wind, Myron won handily.

Of 2,300 members of the St. Francis YC, only three were honorary members. Now it's down to two.

— bob keefe

I met Myron at the San Francisco Marina in 1939 when I asked him how a

pelican hook worked. For about 15 minutes, he explained every facet of the pelican hook from the physics of it to how to use it correctly, making several drawings to make sure I understood. I was 12.

With the war looming, adult crew was getting hard to find, so after several years of hanging around, Myron finally took me along as crew in his *Bird*. I think the main reason was that I was kind of chubby.

He taught me everything I know about sailing, and I went on to crew for him a lot in the late '40s and early '50s, in all the Challenge Cups he won on *Birds* and the 8-Meter *Hussy*.

As an example of Myron's genius when it came to boats, we were on a very tight budget with *Hussy*, but one year she really needed new rigging for the Challenge Cup. Many boats at that time had loops at the ends of the shrouds and stays rather than tangs. You could cut the old ones off, but the only way to get new ones on was to lift the mast out the boat and slide the loop over the bottom. Well, we couldn't afford the hoist, so Myron set the boat against the seawall in the yacht harbor at high tide, secured the mast, and the boat slipped out from underneath with the tide! We put the new rigging on and up she came. The Egyptians would have stood back in awe!



"Since he played in the symphony," recalls Jordan, "Myron always had lots of time off. He later had a Bird boat and he'd come down every afternoon and practice, going on to win several season championships."

Myron downplays his competitive successes, but Jordan and George Johnson, another contemporary, recall that he was very competent, both as a seaman and racer.

Johnson recalls one cruise with Myron north of the Golden Gate. They wanted to get into Tomales Bay on a 35-footer but the wind and waves made conditions particularly nasty. After waiting for an hour



Myron aboard 'Suomi'.

and a half, they decided to go for it.

"This wave broke under us, stopping the engine," remembers Johnson. "Myron was at the helm and we just started surfing sideways. Eventually he got the engine going again and we made it through. I still have a home movie of him pouring water out of his seaboots!"

Perhaps Myron's biggest claim to sailing fame was being

captain, crew and navigator aboard Jim Flood's 52-ft S&S yawl *Dorada* when she won the 1936 TransPac race to Honolulu, one of six that he sailed. In mock horror, he recalls that they competed without an

engine and their radio broke enroute.

"By gosh, we were totally on our own," he says, with a not too subtle disdain for modern reliance on such equipment. "I don't know how we survived! Ha ha!"

In 1950, Myron took a leave of absence from the symphony to pursue his dream of owning a boatyard. He started at McNear's Beach, but soon after moved into Clipper. The 90x360-ft lot was part of the government's World War II shipbuilding yard, much of which had been reclaimed from the Bay with mud fill. He drove 90-ft pilings into the muck to make sure his building and dock, especially his derrick, stayed put. His foresight proved wise. Over the years, the ground has slipped and swayed, settling as much as 20 inches and moving south as much as three feet out at the end of his pier. He made provisions for the sinkage, too. Using 25 jacks, he periodically raises the building up another inch or two and adds chocks to keep it there.

Myron did some settling down himself in the early years of the yard. He met Gladys, his wife of more than 30 years, through sailing. The couple make their

Long after we stopped sailing together, I used to like to stop by his yard and watch new people get to know him. Nothing would happen as planned, but the end result was always the same: everyone got far more than they ever expected for far less than they ever expected — and the job, whatever it was, was always beautifully done.

After World War II — which he spent designing minesweepers and airplane recovery craft for Madden and Lewis — Myron knew every boat in the Bay, and every owner.

He was still playing in the symphony then and I remember going to see him one night. A woman named Leonara Wood Armsby had set up these 'meet the symphony' fundraisers, so here was the whole symphony from the conductor on down standing there shaking hands with people as they came in. All of a sudden, Leonara realized everyone was walking right by the conductor, the first violin — all the stars of the show — and congregating around Myron. It was a bunch of sailors who came down to talk to him about racing! When Leonara finally figured out what was going on, I heard her say to the conductor, "If we're going to get the budget we want, we're going to have to take up sailing!"

— John Ford

There's no way I can cut corners on this job.

— Lester Stone

(Boatbuilder Lester Stone has been gone a long time, but John Ford recalled that when boat owners came to Stone Boat Yard wanting modifications made, Lester would usually send them to Myron for the designs. When the drawings arrived, they were always very detailed, down to the list of materials and the size of screws to use. The comment above is apparently one Lester made often.)

I first met Myron Spaulding in the early '70s when we hauled a Nunes 'Big Bear' out at his yard. This boat had been finished by Bill Hynes (who honeymooned aboard at the 1939 World's Fair at Treasure Island). Bill, Ernie Nunes and Myron were old pals, and had countless discussions over who actually was responsible for getting Nunes to build this 'homely' boat and its successor, the Hurricane. In the end, they agreed they must have done it together.

While researching an article on the Farrallon Clippers, I interviewed Myron. One of the first things I learned was that he was still peeved about he and Nunes being 'aced' out of the commission to build

the first 5 boats. This was in 1939! Myron recalled in great detail the skulduggery involved. He also maintained he could have built a better boat.

I called him earlier this year and asked how he was doing. "Fine," he said. "I had some things removed from my face — too many years spent sailing on starboard tack, don't you know!"

He will be missed.

— Bill Belmont

He was the dean of San Francisco yachtsmen and designers. On the Bay, he was the best sailor of the 20th century. I used to race against Myron every so often, but he was so far out of my class — most people's class — that the result was always the same.

"I'm happy to say that several oral histories were taken with Myron over the last six months. He was a private person, but I got him to open up a bit. There's about 4 hours of tape altogether. And I must say, he was still active and aware almost to the end. Until about three weeks before he died, he was still down at his shop every day, working on something or other. In fact, there's a Bird boat down there right now — *Mavis*, #30 — that he was working on.

— Charlie Merrill



# MYRON SPAULDING

home in Sausalito, a few minutes from the boatyard.

The boatyard never became much of a financial success, unfortunately. He says a lawyer told him at the outset not to be too kindhearted with people, but he didn't heed that advice. He took on several apprentices over the years, but found that they only stayed on long enough to learn skills that they could then sell on their own. Now with sky-high insurance rates, he can't really afford employees.

And so he putters along. There's a Triton called *Loki* sitting on a cradle outside. She was found abandoned on the Bay a few years ago and Myron got the job of fixing her up, only to have the owner disappear. Under the derrick is a gray and blue steel ketch called *Therese* which needs work on her rudder and bottom paint.

A wily white cat wanders down from the ketch. Myron scratches her neck, saying that two weeks ago she showed up wild and untouchable. She rubs against his leg while he talks to her.

"I like having cats around," he says. "When the City chased all the pigeons out, they came over here and used to shit all over the place. It was hell trying to do varnish work."

Obviously, Myron isn't doing much varnish work these days. He is, however, quite active measuring boats, a job he inherited from San Francisco naval architect George Wayland almost 60 years ago. The predominant measurement system at the time was the Universal Rule. Myron's memory and knowledge of the various formulas and factions that came after are encyclopedic.

"They got to be so contradictory!" he exclaims, referring to the different systems such as the Cruising Club of America (CCA) rule, the Royal Ocean Racing Club (RORC) rule, the International Offshore Rule (IOR) and now the International Measurement System (IMS). "It's good for business, though. All those sails they have to buy. Oh, my!"

It's also good for measurers, and it keeps Myron on the run. He works out of a little blue punt, measuring tape in one hand, pencil and notepad in the other,

circling the yacht in question, measuring, calculating, figuring as he goes. And when he's ready to go up the mast, young farts like us heave to, seeing if we can get his spry, sassy frame up to where the eagles fly.

— shimon van collie

No services for Myron Spaulding had been announced at this writing, although we were informed of several that were being planned at different yacht clubs and other venues.

There is also talk about preserving Myron's shop. Some even speak of turning it into the Myron Spaulding Maritime Center, a sailing school, wooden boat building school and classic yacht restoration center. That would be a fitting tribute to the best sailor of the 20th century.

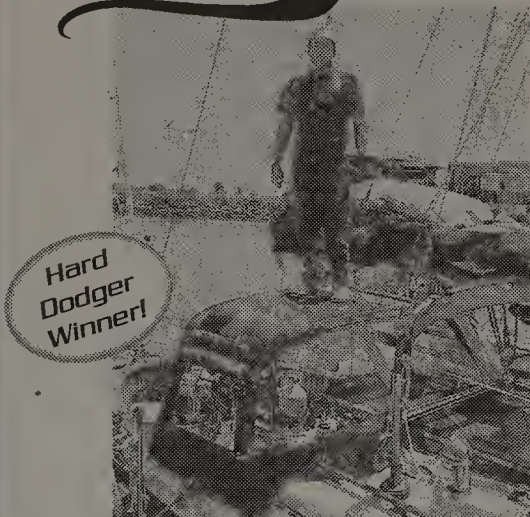
We will let you know more about any of these plans (time permitting) as soon as they're announced. In the meantime, we invite anyone who knew Myron to write in with their remembrances.

— latitude 38

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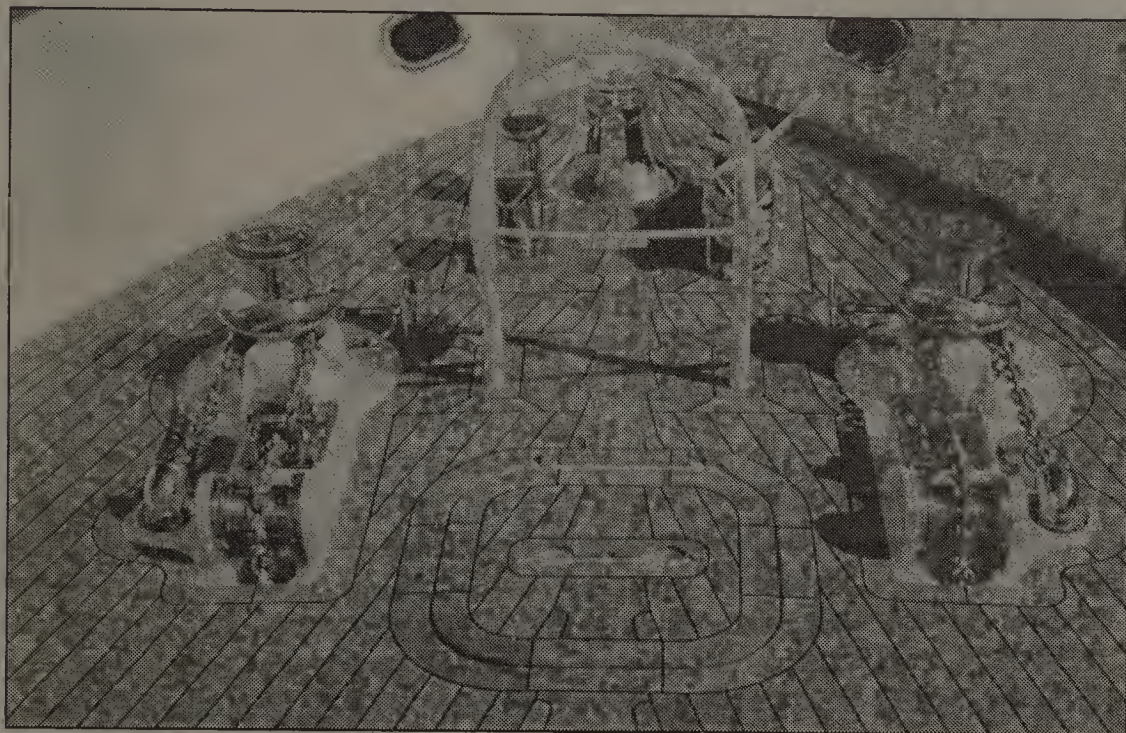
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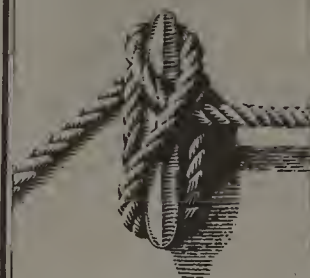


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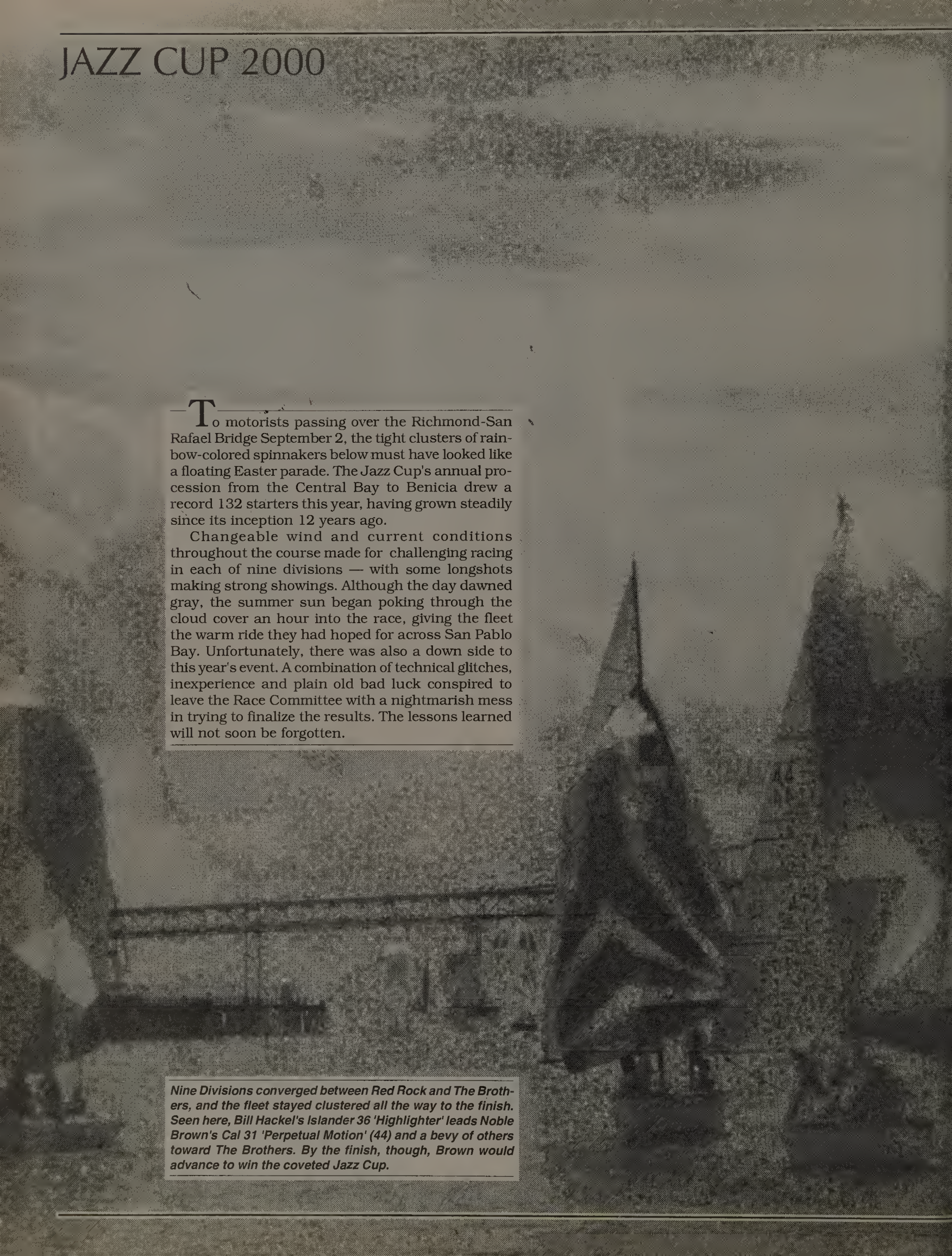
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# JAZZ CUP 2000



To motorists passing over the Richmond-San Rafael Bridge September 2, the tight clusters of rainbow-colored spinnakers below must have looked like a floating Easter parade. The Jazz Cup's annual procession from the Central Bay to Benicia drew a record 132 starters this year, having grown steadily since its inception 12 years ago.

Changeable wind and current conditions throughout the course made for challenging racing in each of nine divisions — with some longshots making strong showings. Although the day dawned gray, the summer sun began poking through the cloud cover an hour into the race, giving the fleet the warm ride they had hoped for across San Pablo Bay. Unfortunately, there was also a down side to this year's event. A combination of technical glitches, inexperience and plain old bad luck conspired to leave the Race Committee with a nightmarish mess in trying to finalize the results. The lessons learned will not soon be forgotten.

*Nine Divisions converged between Red Rock and The Brothers, and the fleet stayed clustered all the way to the finish. Seen here, Bill Hackel's Islander 36 'Highlighter' leads Noble Brown's Cal 31 'Perpetual Motion' (44) and a bevy of others toward The Brothers. By the finish, though, Brown would advance to win the coveted Jazz Cup.*



---

— HARMONY & DISSONANCE





# JAZZ CUP 2000

**F**irst run back in 1989 — during that memorable summer when the Giants battled the A's for the pennant, the Loma Prieta quake 'rocked the house' and a plethora of 'geezer' rock bands brought their tours to the Bay — the Jazz Cup has always been co-hosted by the Benicia YC and San Francisco's South Beach YC. Despite the fact that the Benicia Jazz Festival, which gave the race its name, no longer exists, the Jazz Cup has grown to be one of the best-loved and best-attended races of the summer season.

From the starting line off Treasure Island, a light breeze carried the fleet upwind to the first, and only, turning mark (buoy #7), after which the chutes came out and an intricate cat and mouse game began. As in years past, the slower boats started first, but with the light, shifting

winds were not able to gain much distance before they were caught by the faster boats behind them.

Near Red Rock there were plenty of holes to fall into, and the fleet converged together like a Friday afternoon traffic jam on Highway 80 — only this was a whole lot more fun. The tide turned to a flood when much of the fleet was near The Brothers, and those who wisely stayed in-shore rode it to full advantage. The run across San Pablo Bay was punctuated by a variety of shifts and

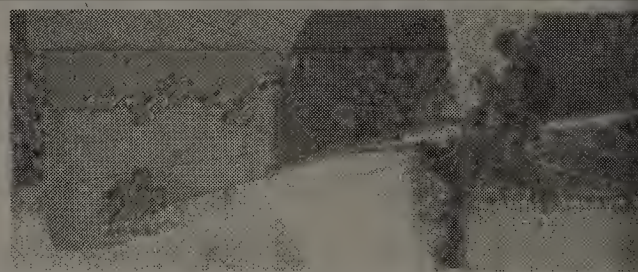
lulls. At one point a handful of leaders including Dave Williams' Farr 11C *Wasabi*, Mark Thomas' Nelson-Marek 39 *Raven* and Hank Easom's 8 Meter *Yucca*, caught a favorable shift which propelled them well ahead of the pack.

As was expected, the lion's share of the fleet carried spinnakers all the way from Angel Island to the downwind finish line at Benicia — which greatly contributed to the Race Committee's inability to accu-



*Clockwise from upper left: Getting to know your neighbor; the 8 Meter 'Yucca' cutting a pretty line shortly after the start; the smart route was in close to Richmond; trimming with the shifts; divisions mingled while dodging holes; the 'Wasabi' crew in high spirits (and her bowman's balancing act, above); formation sailing beneath the Richmond-San Rafael Bridge.*

*(All photos Latitude/Andy)*





# — HARMONY & DISSONANCE

rately record all finish times. (Look for an upwind finish next year.)

Since most of the fleet finished within a one-hour period, even professional race officers would have had a tough time properly recording the finishes with all that billowing fabric blocking neighboring boats. Unfortunately South Beach's Race Committee was neither professionally staffed nor lucky. Although they had practiced their finish line routine, and had both a video camera rolling and two laptops to record data, as well as a spotter boat, the scoring was a disaster. First, the committee boat dragged anchor, which badly skewed the finish line so that most of the traffic passed by the pin end.

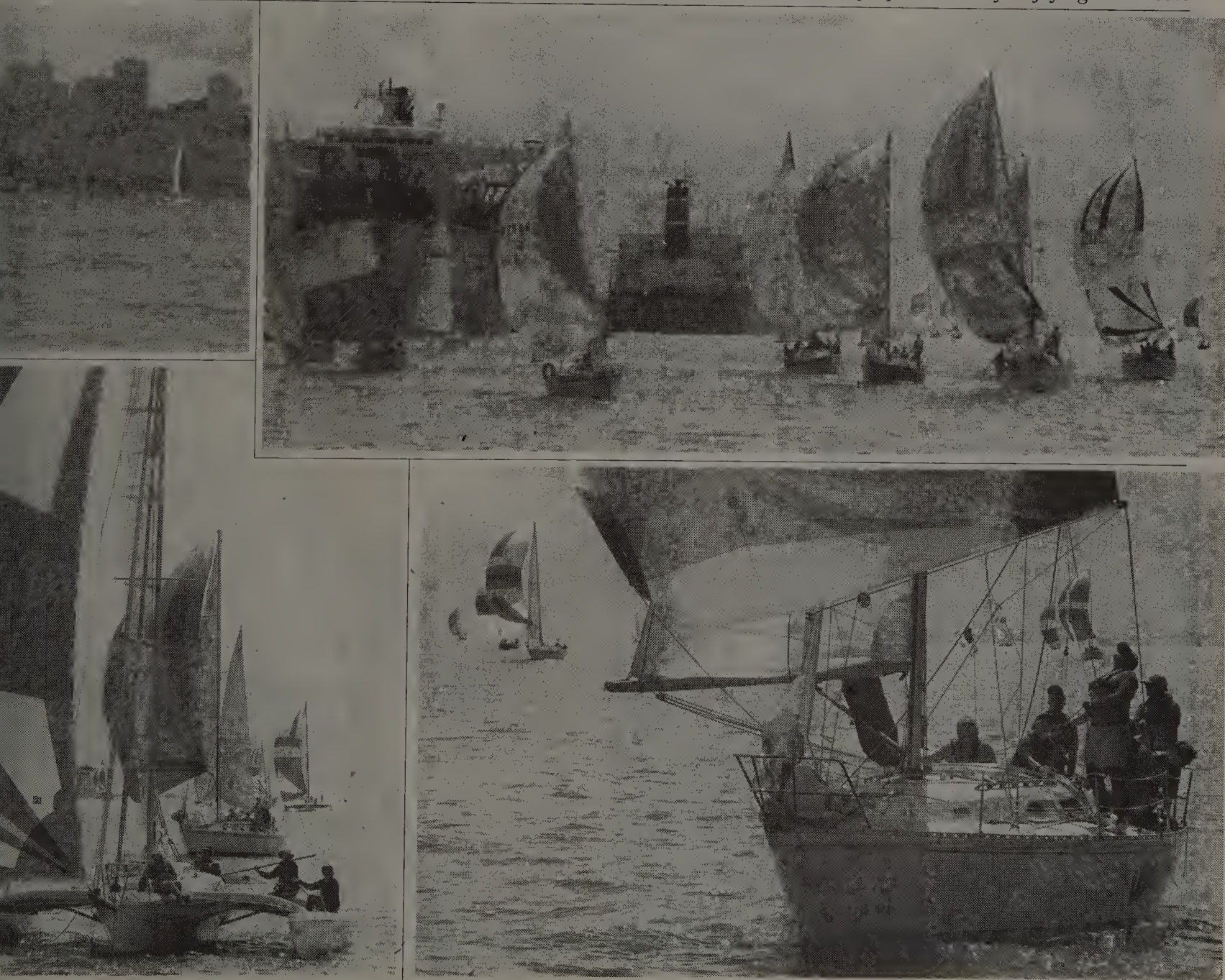
Then the primary laptop crashed, zorching all of the results. The finishers came too fast for the manual card system to be of much use and there was no voice recorder. Luckily, however, they did have the video, but it was not kept rolling continuously and had no time stamp. "No question," said an exasperated Commodore Bob Mason of South Beach. "This was a major cock-up."

Ashore that night, while racers enjoyed the predictably warm hospitality of the Benicia YC, the rumor mill began hinting that something was amiss when no results were ever posted. Nevertheless, it had been a glorious day of sailing — undoubtedly a summer highlight for the

hundreds who competed.

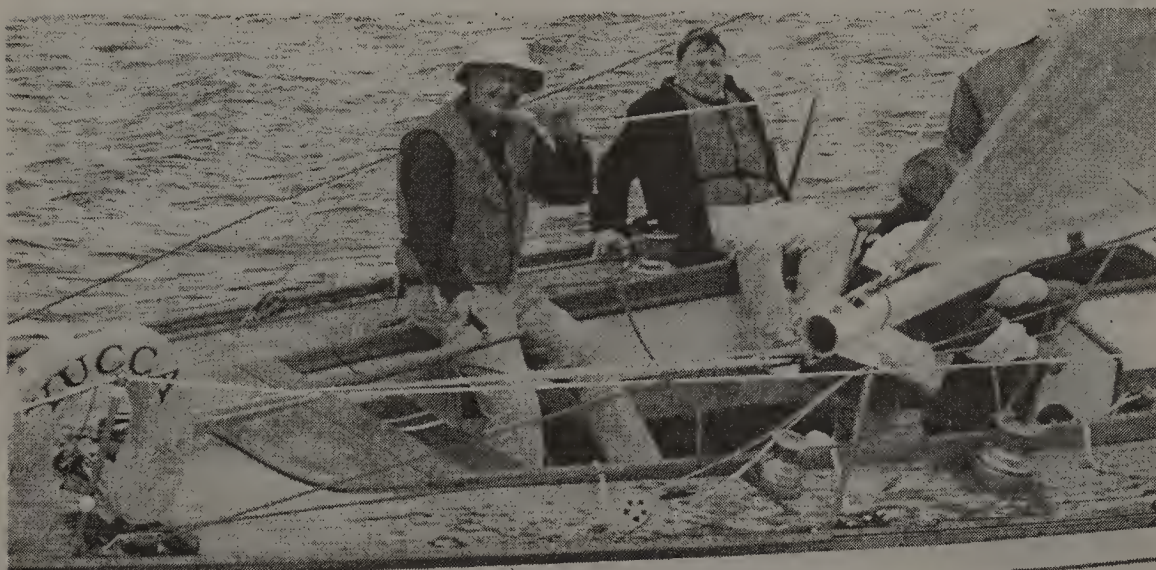
In the aftermath, a stalwart group of volunteers, including Tim Merrill of *Flexible Flyer*, Noble Griswold of *Goldilocks*, Rob Cline of *Sheetfaced*, Randy Wells of *Ariane* and Commodore Mason, embraced the laborious task of reconstructing the finishing sequence by matching video segments with known finish times. South Beach YC will host an official awards party Saturday, October 14, with a free barbecue, during which Noble Brown of the Cal 31 *Perpetual Motion* will be awarded top honors: the coveted Jazz Cup, for the fastest time by a South Beach or Benicia club member.

Although there have been grumblings about the committee work, we would urge competitors to lighten up and just be glad they spent the day enjoying the breeze





# JAZZ CUP 2000



rather than juggling statistics. Next year we predict there will be pros at both ends of the course and a full range of redundant scoring aids. See you there.

— *latitude/aet*

## Jazz Cup 2000 Results

PHRF A — 1) **Daisy**, Pearson Commander 26, Justin Oberbauer; 2) **Osprey**, Coronado 25, Alan Weller; 3) **Latin Lass**, Catalina 27, Bill Chapman; 4) **Spindrift**, Islander 28, Chuck Robbins; 5) **La Brucha**, Nightingale 24, Roman Woupotitsch; 6)

*"The wind gods were with us," said Hank Easom with a smile.*

**Fantasy II**, Chris Craft, Todd Mehserle. (13 boats)

PHRF B — 1) **Bluejacket**, Cal 29, Bill O'Connor; 2) **Grenadier**, Contessa 32, Paul Osborn; 3) **Bravada**, Cal 29, Dave Hamilton; 4) **Alte Liebe**, Ballad 30, Jerry Martin; 5) **Goose**, Catalina 30, Michæl Kastrop; 6) **Ruckus**, Newport 30-III, Paul Von Wiedenfield; 7) **Zealous**, Ericson 32-2, Todd Craig. (17 boats)

PHRF C — 1) **Chesapeake**, Merit 25, Jim Fair; 2) **Popeye & I**, Cal 9.2, Rui Luis; 3) **Perpetual Motion**, Cal 31, Noble Brown; 4) **Hamburger Haus**,

Olson 25, Jens Jensen. (12 boats)

PHRF D — 1) **Sundancer**, Hunter 34, Robert Carlen; 2) **Sheet Faced**, N/A, Robert Cline; 3) **Wind Dragon**, Catalina 34, Dave Davis; 4) **Warwhoop**, Contessa 33, Michelle MacPherson Tell. (8 boats)

PHRF E — 1) **Silkye**, Wyliecat 30, Steve Seal; 2) **Cougburger**, Schock 34, Pat Brown; 3) **Rum Turn Tugger**, Hunter 35.5, Bob Cambell; 4) **Tortuga**, Santana 30/30, Stephen Hutchison; 5) **Coyote**, Wylie 34, Peter Yates; 6) **Gammon**, Tartan 10, Jeffrey Hutter. (12 boats)

PHRF F — 1) **Yucca**, 8 Meter, Hank Easom; 2) **Flexible Flyer**, Santana 35, Tim Merrill; 3) **Mischief**, Soverel 33, Jeff McCord; 4) **Rocinante**, Express 34, Rob Magoon; 5) **Marrakesh**, Express 34, Craig Perez; 6) **Argonauta**, Beneteau 38S5, Dave Sherrill; 7) **Razzberries**, Olson 34, Bruce Nesbit; 8) **Alex Heyst**, Custom, Jim Wallis; 9) **Acabar**, Jeanneau 45, Jean-Yves Lendormy; 10) **Flexi Flyer**, Soverel 33, Paul Shinoff. (21 boats)

Sportboats (G) — 1) **Cookie Jar**, Moore 24, George McKay; 2) **Shenanigans**, Express 27, Bill Moore; 3) **Kwazy**, Wylie Wabbit, Colin Moore; 4) **True Grits**, Express 27, Jay Montgomery; 5) **Furrari**, Wylie Wabbit, Angie Rowland. (10 boats)

FARRIER MULTIHULLS — 1) **Donnybrook**, F-28R, John Brady; 2) **Pegasus**, F-27, Andrew Pitcairn; 3) **Prime Directive**, N/A, Dave Gilman; 4) **Tigre**, N/A, Ted Nagy. (6 boats)

MULTIHULLS — 1) **Freedom**, C-Class Cat, Bill Erkelens; 2) **Ice Nine**, N/A, Brendan Busch; 3) **Bastet**, Hobie 20, Kit Wiegman; **Nemo**, N/A, George Villarreal. (6 boats)

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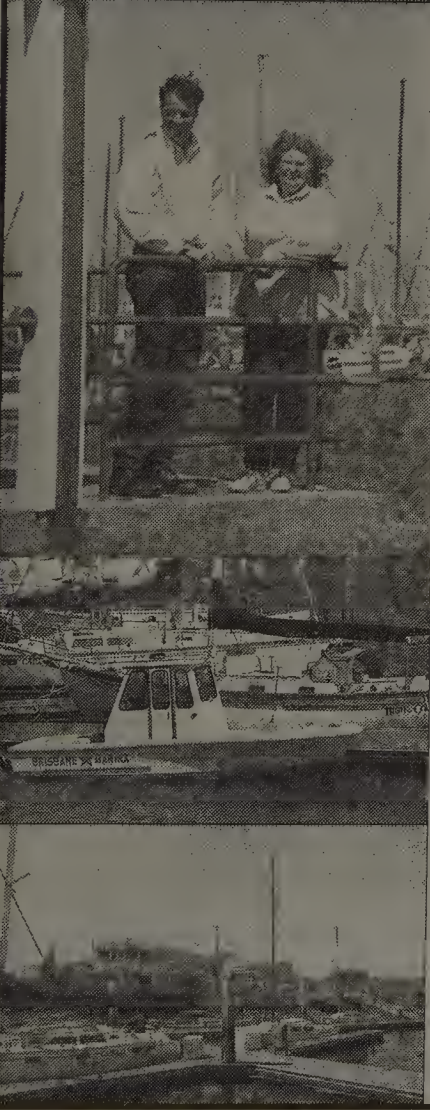
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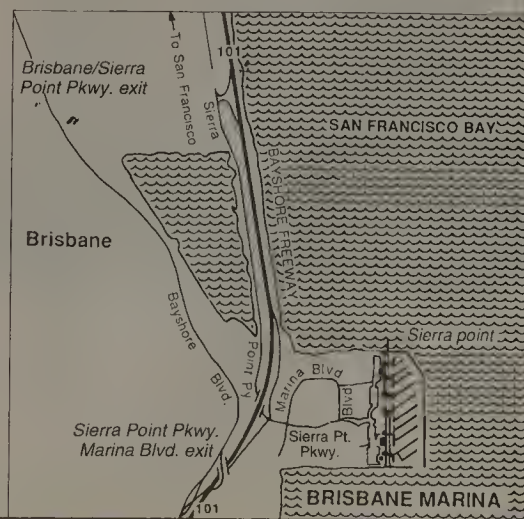
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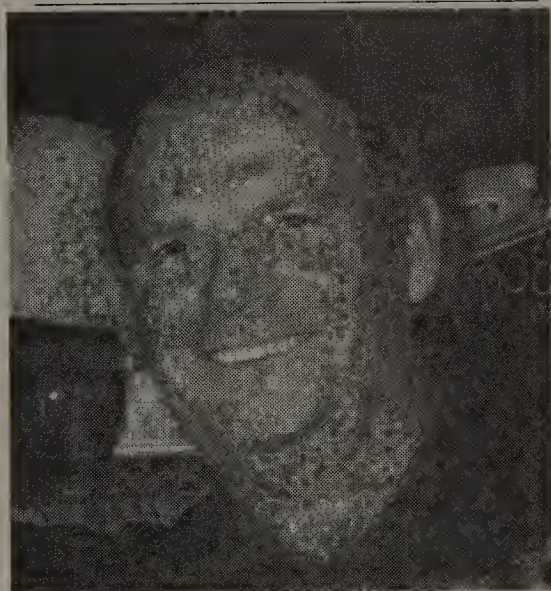




# THE SHARK GUY

After 3 1/2 years of living our cruising dream, we had had many exciting moments, but none quite like that of January 12, 2000.

Northern Summit, our 39-ft cutter, had



Albert Bergeron.

been in the lagoon of the tiny atoll of Kanton Island since December 1. We had met all the local villagers who welcomed us with open arms and treated us so kindly. Most days the men of the village would fish in their part of the lagoon, which is two miles from where we were anchored.

Every other day or so one of them would take an outrigger and three eel traps from his little shack on the wharf and paddle past our boat to a spot where he and his two sons would set them in 20-30 feet of water. The next morning they would come back to retrieve the eels. During some of our discussions with the villagers we asked about shark activity in the lagoon. We were told that there were sharks but they were not bothersome, so we weren't too concerned.

We had some shark experience already. During our seven-day stay in Suvarov, one of the atolls in the northern Cook Island group, Albert and a fellow cruiser, James

meal. James reciprocated when Albert spotted a perfect size fish for dinner. After spearing, they would quickly get the fish and themselves into the dinghy and move to a different location.

This routine worked so well that when we arrived at Kanton Island — where we were relieved to find out the shark population was about a third the size of our previous anchorages — James and Albert enthusiastically continued their role as food providers.

The day after we arrived, Albert went to a coral head a short distance from our boat without James, who had a small abrasion on his shin. Albert had hoped to choose a small fish for the evening meal, but when three sharks began swimming around him even before he used his spear gun, he made a wise decision to return to the boat emptyhanded. James' wound had turned nasty so Albert contented himself with fishing over the side of the boat and was fairly successful. One day he hung his hook over the side using some fish parts as bait and caught a 3-ft shark. He released it after telling it to remember its savior and not come back for revenge! When James was finally pronounced well enough to go back in the water 10 days later he and Albert picked up where they had left off.

On January 12, after spending most of the day filling scuba tanks, they decided they should do a quick snorkel for dinner. It was about 1530 when they jumped into the dinghy and set off for a nearby coral head. An hour later I heard the dinghy approaching and thought to



cerned look on his face! I quickly grabbed a T-shirt to wrap around his wound and set off toward *Rainbow Chaser* with the first-aid kit.

James instructed

Pam to call the village on VHF radio to request that the tractor take Albert to the village nurse. (Apart from two motorbikes and some bicycles, the tractor is the only vehicle on the island.) Meanwhile, we dinghied ashore and took Albert to one of the fishing shacks, where Hans and Judy of *Maluhia*, another of the cruising boats in our anchorage, had set up a workshop to repair one of the villager's boats.

Fortunately, Judy is a nurse and had an excellent medical kit. She told Albert to lie down while she assessed the wound, which was still bleeding profusely. Except for a very small strip of skin dangling from his forearm, which Judy cut off, all of the skin and flesh was gone from the 3" x 4" wound on his forearm and he had four one-inch gashes just below his wrist and a two-inch slice near his elbow. Judy managed to stop the bleeding after 10 or 15 minutes. She then applied a solution of diluted hydrogen peroxide to the wound to prevent infection and covered it with

*All I could see was blood and flesh.  
Albert had a concerned look on his face.*

on the Tayana 37 *Rainbow Chaser*, had snorkeled daily for our dinner. The shark population there was very large. So James and Albert developed a system: when James speared a fish, Albert would fend off the 3-4-foot long black or white tip sharks that hung around waiting for a free

myself something must be wrong because they were coming back too soon. When I heard James calling my name, I knew something was terribly wrong. Before I actually saw them, James said, "Albert has been bitten by a shark!" All I could see was blood and flesh. Albert had a con-



# OF KANTON ISLAND



**'Jaws' they're not, but even small reef sharks can be aggressive. Left, Albert's bite wound just before the skin graft.**

gauze and an ace bandage for the tractor trip. Hans held Albert's arm up while Judy watched for signs of shock. In the meantime, James took Hans' bike and rode to the village to find the tractor.

Meanwhile, on *Rainbow Chaser*, Pam had gotten the attention of Ron, who runs the *Foxy II* net. Back at the wharf, as we waited for the tractor, Judy said that as far as she could tell it didn't look as if the artery or muscle was damaged.

Up to this point, Albert was in good spirits and not in any pain. As the sun began to set a stiff breeze blew up and he began to feel chilled, but after donning a T-shirt, he started warming up. The tractor arrived and we got him settled in for the 15-minute ride to the nurse's house. On our way, we saw James and the nurse racing toward us on bicycles, loaded with medical supplies. The nurse, Kantarawa, got onto the tractor with us as we continued to her house.

Upon arrival, Albert was laid on a pandanus mat as Kantarawa scrubbed. The villagers started to arrive and line up,

waiting for the bandage to come off. When we explained that Albert had been bitten by a shark, they were shocked, because this just didn't happen here. Even after seeing the wound, some still found it hard to believe.

Kantarawa confirmed that it was a shark bite, but without any skin left there wasn't much she could do. The village only has antibiotics for their own use, which we understood. We went back to the boat just as it was getting dark. James came on board to help me get Albert settled and Pam came over to give moral support — which I needed more than Albert!

Pam had relayed to Ron on *Foxy II* that everything was okay as far as the bleeding and muscle areas. Ron told us that he had alerted the U.S. Coast Guard, who were standing by, so James began his non-stop communications. First was the U.S. Coast Guard station at Pt. Reyes, near San Francisco. They got a landline and patch to a doctor who advised us to treat the wound and get Albert to the nearest hospital as soon as possible. He could not grasp that this was not an option for us. Kanton Island is 700 miles north of American Samoa. We would have had to leave our cyclone-free anchorage and head into possible heavy seas, high

winds, and a convergence zone for 10-15 days with an incapacitated skipper and a very high risk of infection.

Between James, Ron on *Foxy II* and I'm sure countless other people, the ball started rolling for other options. One of these was an air evacuation out of Kanton. Amazingly, there is a runway on the island — built in 1930 when Pan Am used to make fuel stops on their way to Australia and New Zealand! Another option was to stay where we were, take the antibiotic medication Cipro for 10 days, hope that no infection would start and let the wound heal on its own. Because Albert is very healthy and none of the scrapes or cuts he got in the past had ever become infected, we at first elected this option, since costs for the other alternative would have been astronomical.

We decided to wait overnight (I would like to say "sleep on it", but no one got much sleep that night), and assess the situation again in the morning. Pam and James stayed with us until close to midnight, going over every possible option and scenario.

In the morning, after listening to the opinions of many more people who offered their assistance, we decided to get Albert out and deal with expenses later. The risk of infection in such a large wound could



**'Northern Summit' is a Dave Folkes designed (and built) 39-ft steel cutter.**

turn this into a life-threatening situation quickly, so after a very restless night we made our decision to proceed with the air evacuation. Our good friends, Tom and



# THE SHARK GUY

Liz on *Feel Free* and Glenn and Glenna on *Calafia*, told us we could stay with them when we were brought to Honolulu.



COURTESY RAINBOW CHASER

**Pam Goode, James Squires and Ross the dog of 'Rainbow Chaser'.**

Because we are Canadian residents, Tom and Liz, who are also Canadians, contacted the Canadian Consulate to organize the evacuation by the USCG. James again stayed in constant contact with the Coast Guard and many others who were working to get Albert medical attention.

Finally, at about 2230 we were told a C-130 was coming to get Albert and take him to Honolulu. It was at this time they asked if I would be going as well. Did that mean I could? There was a slight pause and the answer came back: "Yes". It was after all a cargo plane. One of the Kiribati villagers, Wedo, who is the "air traffic con-

earplugs and get some more information from James. The four of us were escorted aboard the plane, where they strapped Albert onto a bed and a medical team started working on him. Pam and James said goodbye and told us to get Albert better and hurry back. After 10 minutes, we took off for the seven-hour flight to Honolulu.

A few minutes after takeoff, Dr. Campbell came over and confirmed to me that all Albert's vital signs were good and no infection was apparent. Captain Wharton came back to advise us we were on schedule and there were clear skies ahead. He also said the co-pilot was 26-year-old Lt. J.G. Elizabeth McNamara. I was very impressed!

**F**ourteen very tired crew and two exhausted cruisers disembarked at Barbers Point at 1630 that day. Albert and I were taken by ambulance to Queens Hospital 24 miles away and seen by the attending doctor, many nurses, and almost everyone else in the emergency room. Albert quickly became known as "The Shark Guy" and reporters were waiting for any information regarding his condition, which hospital authorities described as "stable." He was put into a bed with an I.V. to make sure there was no infection.

*Judy managed to stop the bleeding after 10 or 15 minutes.*

troller" for the runway, was also on standby for many, many hours. He was able to give the Coast Guard the location, condition, and size of the runway.

Through communications we were told the C-130 was to be in the air most of the night, stop at Johnston atoll for fuel and land shortly after 0800 the next morning. We were up at 0530 to go over the final details of leaving *Northern Summit* in the capable hands of *Rainbow Chaser* for the next six weeks.

After another tractor ride, we arrived at the runway. As we waited, most of the village also arrived to watch the big event. Finally we could see a black spot growing steadily larger on the horizon. Our rescue craft did a fly-by and all the locals — especially the children, many of whom had never seen a plane before — let out squeals of delight.

One of the crew came out to give us

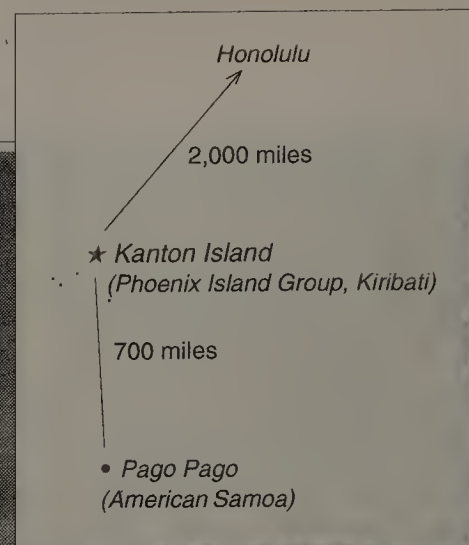
Minutes after our arrival, Glenn and Glenna arrived, followed by Tom and Liz. Albert and I greatly appreciated their support.

Two days later, the TV crew was there



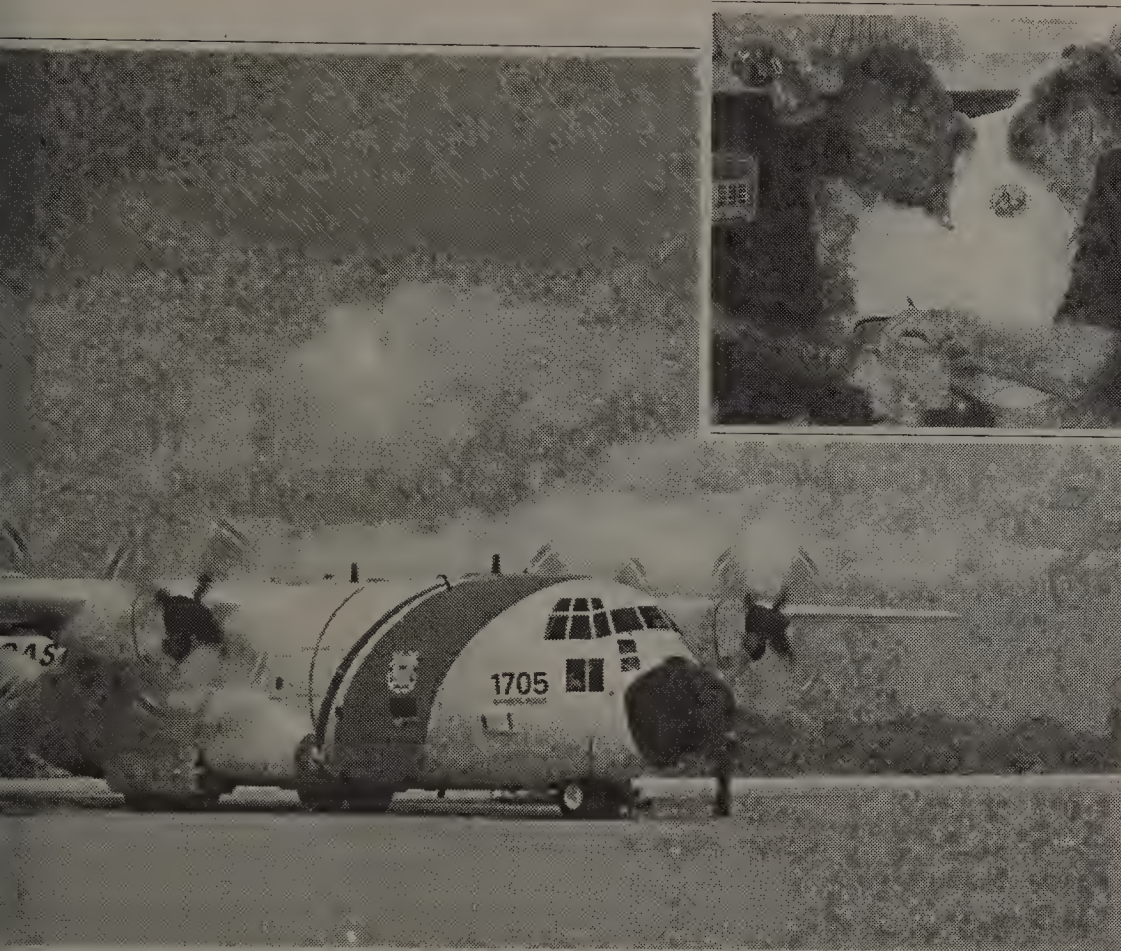
to interview The Shark Guy. We watched the news later that evening; Albert was one of the top stories — right up there with Whitney Houston! They kept him in another two nights for further observation and I.V. antibiotics. While hospitalized, he underwent twice-daily dressing changes and two or three times they would take his vital signs. The nurses were always checking on him, asking him questions about what happened, much to his delight. He certainly was enjoying all the attention he was receiving, especially since he'd never been hospitalized

**Ambulance, taxi, tow truck and, well, tractor — as the only big vehicle on Kanton, the village tractor serves many roles. Left to right: Albert (with bandaged arm, police captain Roma, James and Taria, the tractor driver.**





# OF KANTON ISLAND



**Coast Guard C-130 on the little-used airstrip at Kanton Island. Inset, preventing infection involved regular treatments by Albert's wife, Terry, before.**

All of his nurses and aides were wonderful, but one special nurse, Eliza, was the best! Her great sense of humor was much appreciated and made his stay very enjoyable. His doctor, Dr. Kathleen Mah, also deserves special mention. She is a young, very dedicated general surgeon who specializes in trauma cases. She explained to us that the wound could be left to heal on its own, but would take upwards of a year to heal. She then explained the steps involved with skin grafting, and its much quicker healing time. We chose this option.

Dr. Mah would do the skin graft, but first the wound would "need to be ready to accept the new piece of skin". She released Albert from the hospital and instructed me on how to change the dressing and cleanse the wound twice a day.

Two weeks later, Albert was scheduled for outpatient surgery. The two-hour procedure involved abrading a 3" x 3" piece of skin from his upper right leg and attaching it over the arm wound. After the surgery, Dr. Mah again showed me how to change the dressing so I wouldn't accidentally pull off the very fragile piece of skin and risk having the graft fail. All went very well and Albert and I were pleased

with the results and were eagerly looking forward to heading home to Northern Summit. The only thing was, we had no idea how we were going to get there.

On Feb 10, Albert was visiting Ron on *Foxy II* when Miles stopped by. After Ron explained what had happened to us, Miles — the owner of the 70-ft longliner *Miss Aggie N* — advised that he was leaving the next day for Christmas Island. He would be willing to detour to Fanning Island (Christmas and Fanning are both part of Kiribati) to meet *Mintaka II*, whose crew was willing to take us to Kanton.

WOW!! The only problem was, we couldn't possibly be ready to leave the next day, with Albert's last doctor's appointment and all the supplies we had to get for the local villagers. No problem, Miles said, he would wait an extra day.

Glenn took Albert and his half of the

list in his vehicle; Glenna took me with my list and we set out on a record-setting shopping trip. Thank goodness Glenn and Glenna knew Honolulu so well. We were able to get most things on our list, drop off the supplies at *Miss Aggie N*, pack and prepare for departure the next day at 1500.

Glenn drove us to the boat and a little later Glenna, their daughter Elise, son-in-law Matt and their two sons, Tucker and Max, joined us. Matt and Elise had made us welcome in their home, inviting us for dinners and to watch the America's Cup.

Also seeing us off was our very dear friend, Maureen, who came from Canada to visit for a week. Bud Thompson was there to take the departing picture he needed for the article *Working Together* that he was writing for the Hawaii Yacht Club Bulletin. Tom and Liz were entering the Ala Wai channel. They'd spent a few days away from their slip and were trying to get back to say good-bye. Unfortunately, we had to leave before they arrived. After a tearful farewell, we got settled in for the 9-day trip to Fanning.

The passage was uneventful weatherwise with only the occasional rain squall. The trough we were in kept us in a constant roll but once we got our sea legs, the trip was comfortable. We shared watches. A big TV screen and many movies made time pass faster. Miles, his wife Dawn, and crewmember Dale, made some

awesome meals. Two mahi mahi were caught to enhance the menu. *Miss Aggie N* was on a charter to pick up two passengers on Christmas Island and take them to Palmyra Island. We paid \$600 to cover our passage and port entry fee.

Once we arrived at Fanning, we loaded

everything onto *Mintaka II*, a 28-ft Bristol Channel Cutter, and renewed our friendship with Gary and Kay. We had first met them the previous September in Suvarov. While they stowed everything away, we took a quick tour of a small section of Fanning Island with Chuck, a local expat, as



**Hitching a long ride — the 'Miss Aggie N.'**



# THE SHARK GUY

our tour guide.

The next day we left for Kanton Island and made a very fast and extremely pleasant passage home to our boat. Again our meals, prepared by Kay, were a culinary delight. *Mintaka II* even recorded a record day's run of 170 miles, much to the delight of skipper Gary. In fact, our slowest day was 142 miles. We didn't have many sail changes or squalls, and with a favorable current made the 850 miles to our boat in only 5 1/2 days. Once we got through the pass, James and Pam, as well as new arrivals Ross and Lorna on *Cold Steel*, met us. After being aboard four different boats in six weeks it sure was great to be back aboard *Northern Summit*. She was in immaculate shape, thanks to James and Pam. After two days of socializing, it was time to get to work and do the projects that needed to be done before heading on.

As I write this several months after the experience, it is still so overwhelming that if I dwell on it, it brings me to tears. I shudder to think how it all might have turned out without the help of our cruiser

## HOW MUCH DID IT COST?

Many cruisers wonder how much our experience cost us financially. Like many 'yachties' we do not carry health insurance, having considered the annual fees too hefty. The costs we incurred are in U.S. dollars and are as follows:

Ambulance	\$871
Hospital charges for 3 nights, E.R. charges, medication and supplies.	4,000
Additional medication	215
Operating Room charges	1,400
Anesthesiologist's charges	571
Coast Guard Evacuation	N/C
Passage on <i>Miss Aggie N.</i>	600
<b>Total</b>	<b>\$8,494</b>

friends, the villagers of Kanton and the many people we didn't know who went out of their way to help out or show us kindness in so many ways. Even people who did not help directly sent warm wishes and offers of help from all over the world. We can never express the depth of our gratitude to them all.

Unfortunately, one thing we cannot

express are answers to the most frequently asked questions of this whole adventure: what kind of shark and how big was it? The fact is, Albert never saw it, but his best guess is that it was probably a grey reef shark anywhere from 3' to 6' — just the size of the one he caught and let go.

— terry bergeron

*Postscript* — *Northern Summit* is currently in Fiji. Albert's wound is 100% healed, and he has full function and strength in the injured arm. There is a scar — "we think it's small compared to the initial open wound, but it's still ugly enough to have bragging rights!" says Terry.

Both Albert and James have gone spear fishing since the incident with little change in their cooperative procedure. In fact, Terry reports Albert was in the water the day after they got back to Kanton Island. He says he had no jitters, although he saw no sharks. He also got a fair size fish for dinner.

If there are any questions, please feel free to contact the Bergerons at [northernsummit@hotmail.com](mailto:northernsummit@hotmail.com).



## Johnson

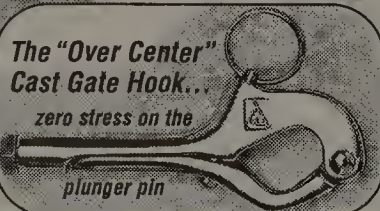
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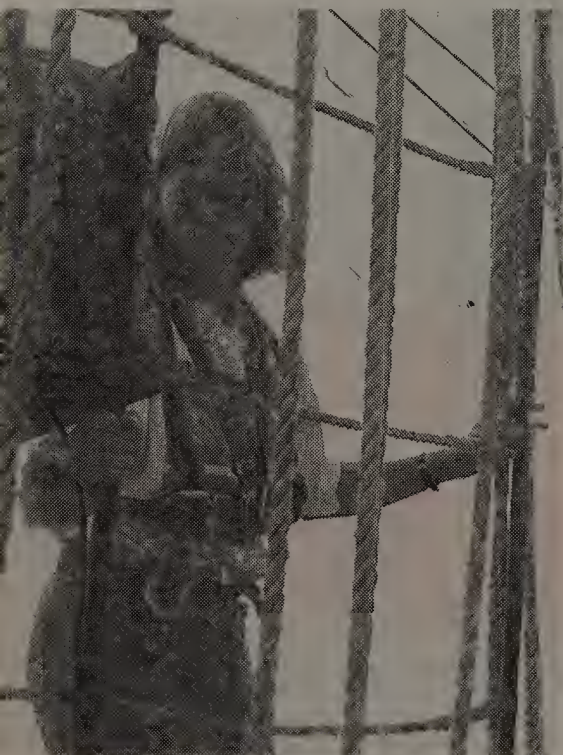
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# A RIDE TO REMEMBER

For 23 years I have relished my memories from the five months I spent aboard the four-masted schooner *Fantome* in 1977. So when my wife Laurie and I were given a chance to sail aboard a Canadian tall ship during Operation Sail



*Scampering up the ratlines isn't quite as easy as it looks in Errol Flynn movies, but Laurie showed her mettle when she took a turn aloft.*

2000, we jumped at the offer.

You may recall reading in these pages that *Fantome* was tragically lost with all hands in 1998 during Hurricane Gilbert. But for decades before she had hosted boatloads of vacationers on island-hopping trips throughout the Caribbean. She was grossly under-canvassed and really never sailed well at all. But that did not stop us from raising sail so that the passengers at least experienced the illusion of a tall ship under sail.

The sun and salt bleached my hair and hauling lines made my hands tough as

leather. Handling the topsails while high in the rigging, a handhold away from a fall to the deck, was simply a part of the day's work. My memories of life aboard *Fantome* are most likely clouded through the lens of nostalgia, but I've often thought

*I've often thought that if circumstances had been different I might still be sailing a tallship on one of the world's oceans.*

that if circumstances had been different I might still be sailing a tallship on one of the world's oceans.

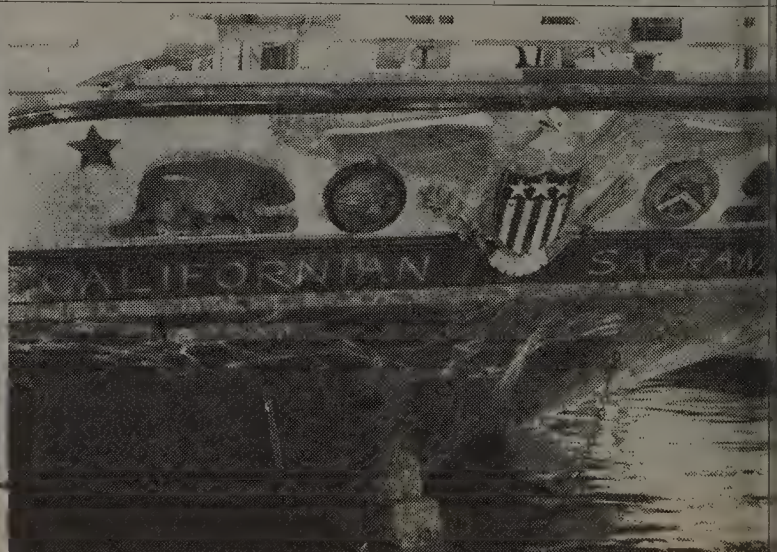
In July, I got a chance to test my memories against reality. Laurie and I, along with 10 other members of the Sausalito Tallship Society (STSS) joined the 188-foot barquentine *Concordia* in Boston for the tall ship race to Halifax, Nova Scotia. This 450-mile sail was the fourth of five legs of the summer-long Tall Ships 2000 events.

Launched in 1991, *Concordia* was specially designed for Class Afloat, a Canadian educational organization that takes high school and junior college students on voyages around the world, during which they study their normal grade-level curriculum, in addition to interfacing with many foreign cultures and learning traditional seamanship. The ship was constructed of steel in Poland, a country long renowned for shipbuilding, and was completed just in time to participate in the Columbus 500 tall ship races of 1992.

Until we arrived aboard, we weren't sure whether we would be considered



*For most of us, just walking the docks at a tall ship festival is a thrill. As evidenced by the ornamentation below, each ship has its own distinctive character.*

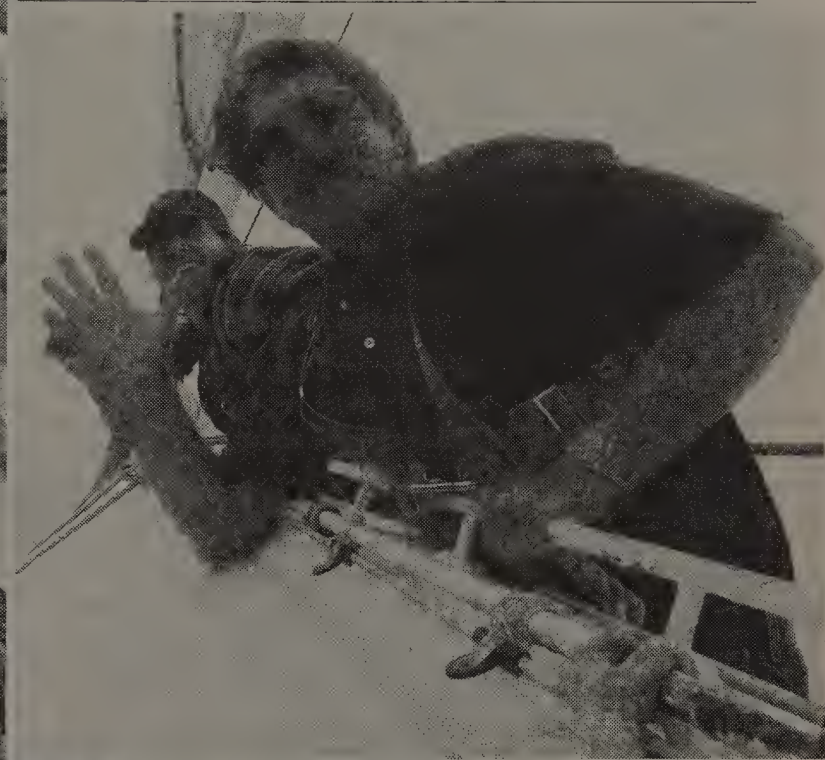


ALL PHOTOS JAY & LAURIE AILWORTH



# TALL SHIPS 2000

working crew, passengers only, or would be allowed to help a little if we chose to. We arrived late the evening before departure, so it wasn't until the next morning that we learned we had been assigned to Watch Team 2 on the watch bill.



*What's it like to shimmy out on a yardarm after a 23-year hiatus? "No problem," says Jay. But note the death grip of his left hand.*

The full-time professional crew aboard *Concordia* is Polish with the exception of the Second Mate who is English. The remaining paid crew consists mostly of alumni of Class Afloat — 'Floaties', as they are called. For this trip the contingent of paying crew was made up of young people who were considering entering the program, some of their parents, those of us from the STSS, and a small group of alumni who'd had to sit in port during most of their semester due to mechanical problems — they were sailing for free. Altogether there were about 70 people





# A RIDE TO REMEMBER



*Teamwork and tradition are the watchwords of square rig sailors. Crew dangle precariously from footropes today, just as in ages past.*

aboard.

We were all given a short orientation about line handling before we left the dock. The Floaties who wanted to work in the rigging were given safety harnesses to wear aloft. I let our watch leader know I had worked aloft before, albeit 23 years

ago, and I, too, was given a harness. *Concordia* soon joined the rest of the tallship fleet in a parade out of Boston Harbor past the *USS Constitution*, which is moored at the entrance to the harbor. The *Constitution* fired a gun salute as each ship passed her. Immediately outside the harbor a heavy fog had settled, reducing visibility to almost zero. At one point the 330-foot Russian ship *Kruzenshtern* suddenly appeared out of the mist off our starboard side on a converging course no more than an eighth of a mile away. We had many other close calls with smaller ships and boats from the spectator fleet.

Because the fog was so bad, the race committee extended the starting line to

32 miles long instead of the original 2-mile line. The start time was also modified so that each ship took its own time across the line during a window between 1615 to 1830. There were just too many large vessels in the area to take any chances with a full-blown racing start.

Finally, the call came to set the sails in preparation for our start. I was soon reminded that it is much more difficult to climb the ratlines while a ship rolls and pitches in the swell under bare poles, than it is to climb aloft while under sail. To make the task even more challenging the standing rigging was dripping wet, slippery, and fog shrouded. It was an interesting test for a guy who hadn't done this in over two decades. Needless to say, I did not scramble up the mast. I made sure I had a death grip with my hands and that I knew exactly where I was putting my feet at all times.

I made it out onto the lower gallant yard and successfully released the gaskets that held the sail to the yard. I was out of breath and the adrenaline was

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pumping. It was painfully obvious that I was not 25 years old anymore. By the time I reached the deck again my legs and arms were a little shaky but I did have the satisfaction of proving to myself that I could still do it.

**T**he first eighteen hours of the race were frustrating for everyone. There was little or no wind and the fog did not let up. We didn't have a sunset or sunrise. The sky only changed from shades of gray to black and then to lighter shades of gray again. The next morning the fog relented slightly, turning from pea soup to consume. With the better visibility we could see up to ten ships at a time surrounding us out to the horizon. We were all drifting like chips of wood on a still pond; we'd slowly pirouette around the points of the compass while our sails drooped like dingy laundry on the line. The talk on the radio indicated many ships were dropping out of the race and that there was a possibility the race would be called off if the

wind did not cooperate soon.

Meanwhile, there was still a watch schedule to keep and work to be done on

The wind slowly began to build in the early afternoon. With the ship moving again, Bridgett, our watch leader, offered to give some tours into the rigging for those who wanted to experience the heights. I took advantage of the offer and

*I made sure I had a death grip with my hands  
and that I knew exactly where I was  
putting my feet at all times.*

board. On this, our first full day at sea, our watch was on duty from 0800 to 1200. We spent those four hours swabbing decks, scrubbing passageways, polishing brass and doing everyone's favorite chore: cleaning the scuppers by hand. But compared to the galley watch we had it easy. Their day started at 0630 and would go until after the evening meal in the galley. Then at 2000 they had the deck watch until 2400. After four hours off they would return to the watch at 0400. The next day our watch would go through the same cycle as galley crew.

carried my camera aloft. This time we went to the second highest spar on the ship, the topgallant, which is just below the royal. The rigging was still wet, but my grip was more relaxed this time up. With pressure on the sails, the ship had a slight heel to port. We went up the starboard ratlines so we were leaning into the rigging at all times while climbing. There was none of the corkscrew motion of the day before.

Somehow I remember my trips aloft aboard *Fantome* differently. I was never winded when I reached the top. My hands

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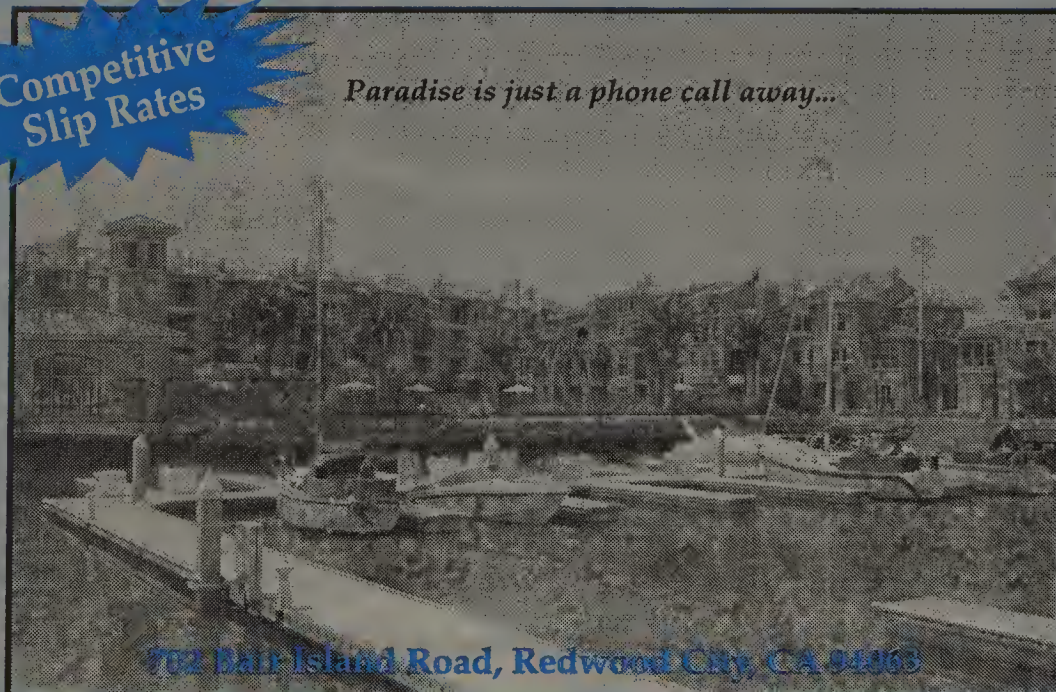
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# A RIDE TO REMEMBER

seemed to know the best handholds. Holding on with one hand and working with the other without a wearing a harness seemed natural, and when I took my camera with me it was never a burden. By contrast, aboard *Concordia* when I

Our watch was a mixture of adults and teenagers. Our first day at sea, while the adults did the swabbing, scrubbing, pol-

use the recipe when she and I are able to go cruising ourselves.

*The new day dawned gray and gloomy once more  
as we were roused from our bunks at 0630  
for our day of galley duty.*

stood on a footrope I was not really scared, but I was not comfortable either. Getting my camera from around my neck was a real chore. I had a double-tether connection to the yard but I was still preoccupied with what would happen if I were to slip. Intellectually I knew I would not fall to the deck, but no one had convinced my gut of that little fact. I was not unhappy when Bridgett said it was time to go back down to the deck.

The new day dawned gray and gloomy once more as we were roused from our bunks at 0630 for our day of galley duty.

ishing and scupper cleaning, most of the teenagers were experiencing *mal de mer*. By the second day, though, they were up on their feet again and it was time for a little payback. We, the adults, made sure we had the choice jobs while the teenagers got stuck with the drudgework. Washing dishes and scrubbing pots and pans for a service of 70 is no fun at all.

Laurie and I spent the day with the cook making French toast for breakfast, *quesadillas* for lunch and roast turkey for dinner. Laurie had Jeff teach her to make bread from scratch — and she plans to

For several days Laurie had been telling me how worried she got when I would go aloft. But on this day, during a break, she decided to make the trip herself. Laurie has been known to trip on a smooth linoleum floor. She may be a little clumsy, but no one can say she isn't brave. While I shot pictures from below, she climbed to the lower gallant and stepped across to the yard, staying long enough for me to get a picture before stepping back to the platform. To me this proved she is not only brave, but is also not stupid. When she returned to the decks she was wearing a very large grin of accomplishment and I was very proud of her.

During the day the wind had picked up considerably and continued to build while we ate a memorable Thanksgiving-style turkey dinner. By the time we began our 2000 to 2400 watch, the ship was

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heavily heeled and spray was flying across the deckhouse. Walking the deck took real concentration and visibility was still lousy so the captain posted lookouts at the bow and on the bridge wings. Our radar was working but our captain wasn't about to take any chances. About an hour into the watch the sky opened up with a squall that hammered the deck and we noted that the ship was making 11 knots over the bottom. Checking my GPS, I saw that we could make Halifax by 1600 the next day if we could hold this speed.

By 2400 we were all wet, cold and tired as we gratefully went below, looking forward to four hours of sleep before our next watch. No such luck. The captain soon called all hands on deck at 0230 for jibe maneuvers. Wet and cold again we stumbled like zombies back to our bunks at 0315. I didn't even bother taking my clothes off as I knew I would be up again sooner than I wanted to be. It just seemed like too much effort for very little gain.

We managed to survive the 0400 to 0800 watch, and realized that this would



Laurie checks the view from 'Concordia's lower 'fighting top' platform. Deciding not to push her luck, however, that was far enough.

probably be our last day at sea. The captain estimated that we would cross the finish line sometime around 1600 and that we would arrive in Halifax between 2000 and 2100. We could see several ships behind us and the scuttlebutt was that we would be the third ship across the line. Because of the handicapping system we had no chance of winning overall, but third across the line with ships faster than us way behind still felt pretty good.

We arrived at the dock in Halifax just after 2100 that evening with hundreds of people on the docks cheering us. The next morning we participated in a mini-parade through the harbor so that CBC (Canadian Broadcasting Company) morning news and radio talk shows could do live coverage of the tallship race — they put a camera crew aboard *Concordia* for the trip.

This time climbing into the rigging to loosen the sails was just plain old fun. When the parade was over I was right back up there furling sails like a pro. Maybe I just needed to get used to it again. Yeah, right! I am getting too old to do this stuff. But then again, maybe not.

— jay and laurie ailworth

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# I-14 NATIONALS

Adrenal glands pumping at the prospect of bumpy, windy racing on the Cityfront, my crew and I joined International 14 sailors from the US, Canada, and even the UK who gathered at St. Francis YC September 8-10 for the 2000 US Nationals. Most of us arrived Thursday evening to set up our boats in anticipation of a 10 a.m. start for racing on Friday. The early hour was arranged to avoid the worst of a late afternoon ebb in the three-race-per-day schedule on Friday and Saturday. Sunday was reserved for a single long distance race.

After collecting race packets, which included some incredible goodies from regatta sponsor Vignette (an e-business company) and engaging in a bit of good natured trashtalking, we got down to the business of putting the boat together. In this class, one quickly learns to pay attention to details during this process. Everything needs to be right when you leave the dock, as there's precious little opportunity to fix things on the water.



RENEE SPEAK PHOTOGRAPHY

Karl Baldauf and Zach Berkowitz.

Friday morning dawned with fog rolling through the Gate, breeze already up, and the sunny Berkeley Hills promising more to come. We joined the fleet of 16 boats heading out, and started the first

race in 12-14 knots of shifty breeze. Defending National Champs and Cityfront locals Zach Berkowitz and Karl Baldauf led at the first weather mark, with Ted Rogers and Tim Burks second. Ron Boehm and Pete Mohler passed them both by gybing out into the Bay for better breeze, then drag raced with Berkowitz and Baldauf for the whole second lap, taking the gun by a narrow margin. Lawrence Henderson and Kurt Schmidt squeaked past Rogers/Burks for third.

The first race set the tone for things to come. In building ebb, Berkowitz/Baldauf came back to win Race 2, despite a broken shackle in the mainsheet system and later a broken tiller extension.

**Zach attack! — In one of dinghy sailing's longest winning streaks, Berkowitz and Baldauf (a TV weatherman and commercial real estate broker, respectively) have been untouchable in 8 of the last 9 Nationals competitions.**

*I-14 sailors are generally not young, longhaired adrenaline junkies with a death wish who work out at the gym seven days a week.*



# — THE NEED FOR SPEED



Boehm/Mohler were second, while UK sailors Paul Vine and Sam Gardener (chartering the boat of I-14 World Champions Kris Bundy and Jamie Hanseler of Seattle) were third and Rogers/Burks fourth. In a very competitive class, it was soon obvious these were the teams that

***Keep your arms inside the bus — upwind-downwind crossings are full-sphincter affairs in I-14s.***

would vie for overall honors.

**T**he modern International 14 is the result of a hundred years' evolution by

two separate classes, the International 14 in Europe, North America, and Japan, and the 14 Foot Skiff in Australia and New Zealand. The two classes merged in 1996 by adopting a set of rules incorporating the best of both classes to create a truly international fleet. The current boats carry 200 square feet of upwind sail, and a spinnaker whose size is limited only by the 25-foot mast, 9-foot spinnaker pole, and a requirement that there be reaching legs at major championships. Practically, this means the 165-pound boat and its two crew, whose optimal combined weight falls between 320 and 370 pounds, are powered by 540 to 560 square feet of sail off the wind. Few other boats can claim this ratio of one square foot of sail per pound of sailing weight.

Few can claim as steep a learning curve, either. The full potential of a 14 is an incredible thing to experience, but difficult to achieve. You begin with a boat that falls over at the dock unless someone holds it up, and that turns 20 de-





# I-14 NATIONALS

grees at the slightest twitch of the tiller. Once you get past the mental block that you will never learn to keep it upright through tacks and jibes, you realize that the good guys not only aren't falling down, they're going anywhere from two to five knots faster than you, depending on the point of sail.

But as you start racing, the reward for each incremental improvement in technique, sail shape, body position, or muscle memory isn't the half-boatlength gain you'd see in another class — it's 10 boatlengths, or a burst of speed a full knot faster than you've gone before. A usual minimum of two years after first venturing out like a toddler learning to walk, you'll find yourself ripping it up on a 20-knot day on the Cityfront or Berkeley Circle, with a grin on your face that takes a week to fade.

Going into Saturday's races, the teams of Berkowitz/Baldauf, Vine/Gardener and Boehm/Mohler each carried over a bullet from the previous day. Starting a run of bad luck, Rogers/Burks had augured in rather violently on the last race Friday, allowing most of the fleet to sail by, including another visiting Brit, Ian Teasdale, who with crew Brad Reutenik of San Diego took fourth.

Redemption seemed in the offing for Rogers/Burks right after the start of Race 4 when they found a lift on the shoreline that left them almost paralleling the beach and pointed right at the weather mark. Riding their personal shift most of the way up the course, the team found themselves with a huge lead at the weather mark. They were halfway to the leeward mark by the time Vine/Gardener rounded in second. But things change quickly in 14 racing. A couple of slow jibes and a poor mark rounding by Rogers/Burks



left Vine/Gardener close behind, and Berkowitz/Baldauf, after recovering from being over early, closing fast. A three-way

*Your Majesty, there is a second — Brits Paul Vine and Sam "the tongue" Gardner put in a fine performance. All I-14 fleets allow 'foreigners' to participate in their NAs. Had these guys won, the U.S. Nationals trophy would've gone to England!*

*Ted Rogers and Tim Burks were fast on the rare occasions when they were on top of the water. Judges awarded this dismount a 9.9.*

duel ensued for the whole second lap, with both Vine/Gardener and Berkowitz/Baldauf getting past Rogers/Burks to finish just a boatlength or two apart.

Races 5 and 6 saw more of the same as the breeze stabilized and built, gusting over 20. With the fleet working hard to carry spinnakers across the first reach in each race, Berkowitz/Baldauf's red-kited #1137, *Box Car*, excelled with some wildly fast rides downwind, narrowly taking both races from Vine and Gardener — and securing the National Championship with Sunday's Long Distance Race yet to run.

In third place on the second reach of Race 6, Rogers/Burks once again buried the bow in a ferry wake, stopping the boat dead. Unfortunately, this time the mast kept going. The weather shroud broke about 12 inches off the deck, letting the rig snap off at the gooseneck. In their ab-





# — THE NEED FOR SPEED

ALL PHOTOS LATITUDE/JR  
EXCEPT AS NOTED

60s. There are a couple of husband and wife teams who race regularly in California, and on the World scene, at least one Japanese couple sails successfully in heavy air despite a combined weight of only about 220 pounds!

Whatever it is about these boats, the 14 class seems to attract sailors for life. There are a number of people in the San Francisco and Seattle fleets with 30 or even 40 years of I-14 sailing experience, who — when they're not out kicking the youngsters' butts — bring a great sense of continuity, history and camaraderie to the class.

**S**unday, the third and final day of the regatta, broke bright and clear for the Long Distance Race. Gone was the fog and chill of the previous mornings, replaced with a beautiful early autumn San Francisco day. At the skippers' meeting, the PRO told us he expected the wind to come up and we would be starting on time at 11 a.m. He also told us that we'd be cross-

was from StFYC to Blackaller, a kite reach across to Harding Rock, followed by another reach to Blossom Rock. Then a beat back to Blackaller, downwind to Ft. Mason, then back up to Blackaller and finally to a downwind finish off the St Francis.

Vine and Gardner must have timed the start from the dock. They barely made it, but hit the line for a perfect running start.

They played the shifts up the beach in the building 10-12 knot breeze and got around the top mark first. Greg Mitchell and Joe Penrod were around second with Berkowitz/Baldauf third. Behind them a big stack-up ensued when somebody wrapped a kite up high (hint: 14 masts aren't always completely interchangeable), blocking the way for several boats, including Boehm/Mohler. It took awhile before that traffic jam cleared.

The building breeze and flood made the water flat. Mitchell and Penrod wrapped a kite and capsized, opening the door for the top boats to scoot by. But not without pains of their own — the waves got bigger below Alcatraz, and the 15-minute reach from Harding to Blossom took its toll on crews' bodies.

*Few other boats can claim the ratio of one square foot of sail per pound of sailing weight*

sence, Boehm/Mohler took another third, after a similar finish in the fifth race. Canadians Hugh Kidd and John Vincze put things together for a fourth place in Race 5, as did James Benninghaus and Jonathan Hoffberg in Race 6. Another Vignette-sponsored reception that evening again found many tired, almost blissful sailors reliving the day, with the exception of Rogers and Burks, who were busy fitting another mast generously loaned by Zach Berkowitz.

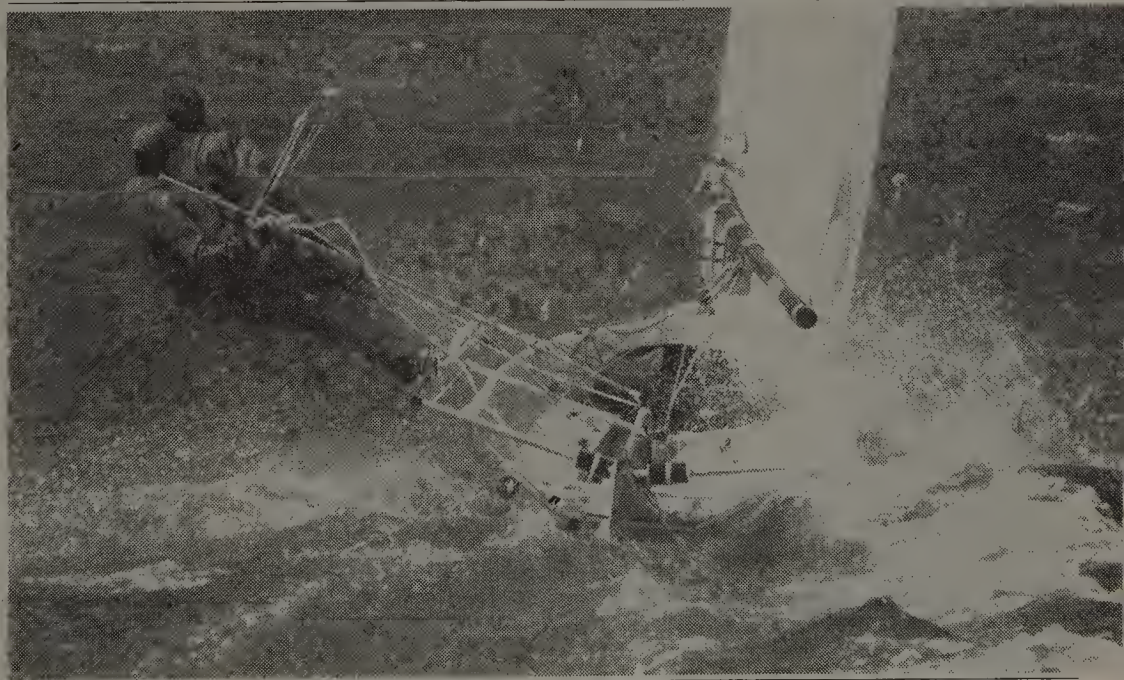
**A**nother thing obvious at the reception were the ages of the competitors. Contrary to popular opinion, 14 sailors are generally not young, longhaired adrenaline junkies with a death wish who work out at the gym seven days a week. Most of the San Francisco fleet are in their 30s or 40s (Berkowitz, for example, is 35; Baldauf, 36) with a number of sailors — such as this year's 'old guys', Alan Laflin and Eric Arens — in their 50s and even

ing the shipping lanes four times, and to stay out of the way of commercial traffic. Five blasts on the horn ("I am in doubt whether you are taking sufficient action to avoid collision.") would earn you a \$10,000 fine — not to mention a DSQ.

• The course, all marks to starboard,

**Ron Boehm and Pete Mohler on their way to third place. The top boats at the regatta were all designed by Seattle naval architect Paul Bieker.**

The washing machine was really going on the last two beats, with 18 to 20 knots of wind blowing against a building ebb. On top of the last beat, Vine and





# I-14 NATIONALS

Gardener rounded Blackaller and were gone for the win. They were followed about three minutes later by four boats rounding at the same time, thanks to a conveniently timed tip-over by then second place Macauley/Mackay. A great downwind fight ensued, with the same four boats chasing each other, having to choose between going for current, flat water — and possible lulls — inshore, or jibing and heading out into the building ebb and waves for better wind. After 15 miles the four finished within 40 seconds of each other. Elapsed time: 1 hour and 40 minutes.

In the end, Zach Berkowitz and Karl Baldauf pulled off their eighth National Championship, taking home a fine brass clock donated by West Marine. A happy Paul Vine and Sam Gardener took a second place trophy back to the Empire. Ron Boehm and Pete Mohler were a close third, with Ted Rogers and Tim Burks some-



Canada's Lawrence Henderson and Kurt Schmidt log flight time off the Cityfront.

how hanging onto fourth. They — and everyone else down in the rank and file — found themselves looking forward to next year's Nationals, to be held in June at the

Columbia River Gorge. You know, the place where boardsailors go because the Bay isn't windy enough.

— ted rogers & greg mitchell

## RESULTS

1) Zach Berkowitz/Karl Baldauf, USA, 9 points; 2) Paul Vine/Sam Gardener, GBR, 10; 3) Ron Boehm/Pete Mohler, USA, 16; 4) Ted Rogers/Tim Burks, USA, 34; 5) Ian Teasdale/Brad Ruethnik, GBR/USA, 39; 6) Lawrence Henderson/Kurt Schmidt, CAN, 40; 7) Hugh Kidd/John Vincze, USA, 40; 8) James Bening-haus/Jonathon Hoffberg, USA, 42; 9) Paul Disario/Kirk Price, USA, 53; 10) Greg Mitchell/Joe Penrod, USA, 61; 11) Alan Laflin/Eric Arens, USA, 69; 12) Kirk Twardowski/Rand Arnold, CAN, 70; 13) Ian Macauley/David Macky, USA, 72; 14) Paul Galvez/Yvonne Galvez, USA, 72; 15) Tony Arends/Blake Kirk\*, USA, 89; 16) John Hyde/Guillaume Verneires, USA, 98. (16 boats).

\*Winners of the Avenger Trophy, which is awarded to an older boat, deemed 'most deserving' by the prior year's winner. Tony has recently completed a beautiful restoration of a late-80's Australian design.



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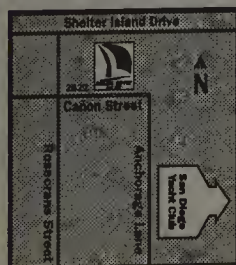
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# BAJA HA-HA 2000 PREVIEW, PART II

Just what's so special about sunny skies, deserted beaches and warm waters teeming with sealife, anyway? Can you believe that the folks you're about to meet in these pages would rather spend their time communing with nature and exploring foreign lands than being productive members of our society? Go figure.

Once again, the Baja Ha-Ha cruiser's rally from San Diego to Cabo San Lucas (which begins on Halloween this year) has attracted a huge fleet of sailors who have every intention of bailing out of the workaday world for as long as they can — leaving the rest of us poor drones behind to pick up the slack for them! Just kidding — we're obviously jealous.

In the following pages you'll meet dozens of sailors — not unlike yourself, perhaps — who have been nurturing their cruising pipe dream for years, and are now, at long last, seeing their fantasies transform into reality. For most, finally casting off the docklines brings a marvelous feeling of freedom and excitement. And their arrival at Cabo San Lucas will be the first of many rewards.

So we continue now with Part II of our Baja Ha-Ha 2000 fleet profiles.

## Abby — Catalina 42

### Bob Gruber, Alamitos Bay

Half the *Geminaire* crew from the '99 Ha-Ha are back for a second dose of mischief aboard *Abby*. They will be joined by several new guys who couldn't stand the excitement of the reports from last year's event. It was a 'have to go this year' thing.

"I met Robin Lee Graham of *Dove* fame in St. Thomas on the last leg of his circumnavigation and asked him if he'd do it again. 'You've got to be shitting me!' he replied. 'I'm moving to Montana as soon as I get back.' It was an honest reply typical of many who have endured the storms and rigors of a long cruise.

But not Ha-Ha sailors — they love it all, and talk with love and affection about the Grand Poobah who can reduce anything serious to fun and games with his wit and levity, and can solve all problems on land and sea, except for . . . well, we don't go into that. So we're going to go again, with added crew and a new boat.

"By the way, we put together some combined crew stats for skipper Bob Gruber, Navigator Bruce Taschner, Eric 'descendant of 'Bull' Halsey, Ralph '12-

Baja-trips-already' Johnson, and Murray MacDonald from Canada:

- 814 days at sea
- 14,713 miles sailed
- 213 islands visited
- 30 knots, fastest speed under sail

- 3 knots, slowest speed, off Cabo San Lucas

- favorite saying: 'Never was I on the dull tame shore, but that I loved the great sea more and more.'

- 2 collisions
- 3 groundings
- 3 beers (avg.) per day

- 8 wives lost to



"Really, honey. You're gonna love this!" says George of 'Chanticleer'. Nancy looks dubious.

sailing."

## Bonaroba — Wauquiez 33 Gladiator Scott & Cyndi Hillesland, Salem, OR

"Ariba! Yee Ha! We're excited to meet so many like-minded cruisers in one place," says Scott, a forest manager, and Cyndia, an office manager. One or both of them are "enthusiastic past participants in the Ha-Ha," and view the event as a "wonderful first step toward extended voyaging." After the Ha-Ha they plan to continue south aboard their Wauquiez, which they describe as "the biggest 33-ft boat we've ever seen." They describe the boat as "tougher than we are," and even though she was designed to race, "she makes a better cruiser."

## Captain Musick — Young 43

### Jon Day & Debbie Hewett, Alameda

Jon, who retired as a director of manufacturing while on the sunny side of 50, has been sailing for 25 years, while Deb, a buyer, has only been sailing for four years. "We're going to cruise until we're not having fun anymore," they say. They hope to meet a lot of other cruisers on the way down south.

"The boat's unusual name came from the first Kiwi owner, who was an aeronautical buff that wanted to sail the boat on the same routes that pioneer Pan Am pilot Captain Musick opened in the 1930s," says Jon. The Wanderer remembers visiting the boat and her original Kiwi owner at the San Francisco YC many years ago, and then later owners at Jost Van Dyke in the British Virgins. *Captain Musick*, like her namesake, has really gotten around.

## Carrie — Sampson Custom 39 Joe Blackburn, Lancaster

An electronic technician, Blackburn, who started sailing in '67, has owned Carrie, "a heavy bluewater cruiser," for five years. "Look, listen, think and then act. Have kick-ass fun!" is his outlook on the event. After the Ha-Ha, Blackburn will head back up the coast to California because "wage slavery calls."

## Chanticleer — Valiant 40

### George & Nancy Conger, Newport Bch

George, a retired radiologist who was crew on a Ha-Ha boat last year, has spent 20 years and a small fortune getting a boat named after a chicken ready to sail for Cabo. Nancy, his wife, is very reluctant.

"We were born, raised, educated and met in Indiana, and were introduced to sailing by another Hoosier — who later bought an Express 37 and raced in the TransPac. Because George loved to sail,

*A cruise down the Baja peninsula is always filled with surprises, some more pleasant than others — like sailing into a school of playful dolphins.*



LATITUDE/ANDY



# — SOUTHBOUND SOJOURN

he studied, learned, and sailed and sailed. Nancy didn't like sailing so much that she tried not to sail. After four hours on the water, she starts to look at her watch — and she once even took the ferry rather than sail to Catalina." George didn't give up easily, so Nancy often sailed whether she liked it or not — including on two Ensenada Races. It's easy to tell how sailing effects the two. George is behind the wheel with a big grin on his happy face, while Nancy leans over the rail and vomits.

George figured that Nancy would eventually get over the *mal de mer*, and can tolerate sailing more than she used to — especially if she has a bag of corn chips in her hands. But she's still a landlubber at heart. Nevertheless, the two longtime partners will soon be heading off toward Pacific Ocean sunsets. Will they make it to Cabo? Only time will tell.

## Concerto — Swan 57

### Robert Ahbel Family, Roche Hbr, WA

Robert, a "business owner," has sailed around the world, while his wife Linda, "a perpetual overstuffer of lockers," has sailed from the Queen Charlottes to Australia via various South Pacific Islands. In addition to sailboards, kayaks, scuba gear and many school books, they're bringing along Linda's "wind bringer" spinning wheel. "Set it up and before you



**Meet Jay and Becky of 'Crew's Inn'. He's a former FBI agent — but fear not, he's retired now.**

know it you're sailing," they report. The school books will be for R. Michael, 16, and Nicholas, 13. One of the reasons the Ahbels are doing the Ha-Ha is so the boys can meet other cruising kids.

"Yahoo!" is the family's outlook toward the Ha-Ha, and after the event they plan to "leave Mexico on a beam reach, sail out to 130 or so, then turn right so we can set the 'gunnilla'."

## Consigliare — Beneteau First 41s5 Mark Sciarretta, San Diego

When Mark lived up on the Columbia River, he and his friends were convinced the only purpose of a boat was to pull a water-skier and maybe fish for salmon. When he moved to San Francisco, he ended up with a boss who had a new sail-

boat and no crew — and thus started his sailing career. After owning a Ranger 20 in Washington and then San Diego, he moved back to Portland and discovered spinnakers and racing. When he moved back to San Diego again, he started racing, and ended up as a bowman on Schock 35s for eight years. Then came a certification as a Bareboat Charter Instructor, and two years ago a crew position on a Westsail 32 to Cabo.

"From that trip I learned that I don't like small, heavy-displacement cruisers. So last October I bought what I hope will prove to be a fast light-displacement cruiser. I

plan to use the Ha-Ha as a launching pad for a winter of Mexico cruising. My crew will consist of one guy from my racing life, one from teaching, and I seem to have been lucky enough to have found a lovely lady from the *Latitude* crew list to round out the crew. Unfortunately, all plan to leave me in Cabo or La Paz, so I'll soon be scouring the docks for crew.

"In any event, I will work no more — forever!"

## Crew's Inn — Endeavour 43

### Jay & Becky Sieger, Las Vegas

Jay, a retired FBI agent, and Becky, a retired executive assistant for Pioneer Entertainment, lived in Vegas until '97, when they sold their home and bought *Crew's Inn*, their then-Long Beach-based boat and home. "Our boat isn't the fastest," they say, "but she's very roomy and comfortable, and has all the 'usual' cruising equipment such as a washer/dryer and air conditioner." Jay retired in December of last year and began working full time on the boat, while Becky worked for another six months and passed her Ham test. The couple are now based in San Diego waiting for the start of the Ha-Ha along with Ipa, their cocker spaniel. After the Ha-Ha, they plan to spend Thanksgiving at Paradise Village in Nuevo Vallarta, then a year or so cruising in Mexico.

## Crocodile Rock — Custom 38-ft Cat R. Brooker & G. Spencer, Winnipeg

"We're one of a small group of couples that have built our own boat without a divorce — and we still like each other." It was a joint effort, for in addition to other things, Grace did all the wiring, which, like the rest of the boat, is superb. After 3.5 years building the boat, they've been sailing her for 10 months. The most interesting thing about their cat is that it has no wood anywhere.





# BAJA HA-HA 2000 PREVIEW, PART II



**John and Laurel of 'Dreamkeeper' believe in making time for cruising while they're still young.**

Richard, who used to work in marketing but now does rigging and is a charter skipper, and Grace, who is a former lab technologist turned admiral, wanted to do the Ha-Ha when they were cruising in the mid-'90s, but missed it somehow. Not this time. "We're here to party!" The couple plans to charter the boat in Mexico for 18 months, then head to the Caribbean to charter there for a couple of years.

## **Donna Rose — Peterson 44**

### **Mike Wasco, Sylmar**

"We went on the Ha-Ha last year and had a blast," says the retired electrical lineman, "so we can't wait to get back and explore even further." Mike says one of his main goals is to meet new cruising friends and see all the ones he made last year. His plans for after the Ha-Ha are to hopefully "keep going."

## **Dream Keeper — Passport 42**

### **J. & L. Baudendistel, Castro Valley**

"Make time to sail, even if you have years of work ahead of you," is John and Laurel's motto. He's a finance professional who started sailing in Texas at age 17 and has worked his way up through smaller boats. She's a VP of sales in the wireless industry, and has only been sailing for four years.

"We see the Ha-Ha as a great way to gather cruising experience in an organized fashion. We absolutely love our boat and look forward to learning more about the cruising lifestyle." To date, the couple's longest trip has been to Catalina, but they've sailed to Half Moon Bay, Santa Cruz and Monterey and back numerous times in all kinds of weather conditions. If their schedule permits, they'll leave the boat in La Paz for several weeks.

## **Dream Weaver — Hunter Passage 42**

### **M. Warren & P. Ault, Carson City**

The owner/operators of an assisted-living facility, Marcus and Patricia say

their purpose for entering the Ha-Ha is to "cleanse our minds and souls — mother earth is a great washing machine." That and to meet other cruisers. In November of '94, the couple took a cruise ship to the 'Mexican Riviera', a trip that convinced them to buy a larger boat so they could return and stay as long as they wanted. They intend to spend the entire winter in mañanaland.

## **Elizabeth — Ericson 39**

### **Chuck Wilson, Long Beach**

Wilson, who is a manager in information technology, owned *Elizabeth* for 3.5 years and is using the Ha-Ha to deliver her to San Carlos, Mexico, for new owner, Robert Griffin of Montrose, Colorado. Wilson figures since they were going south anyway, doing it as part of the Ha-Ha would really make it fun. He's already had some long passages: 2,500 miles from

Long Beach to Hawaii; 1,900 from Washington to Alaska; and 1,100 from the Bahamas to St. Thomas.

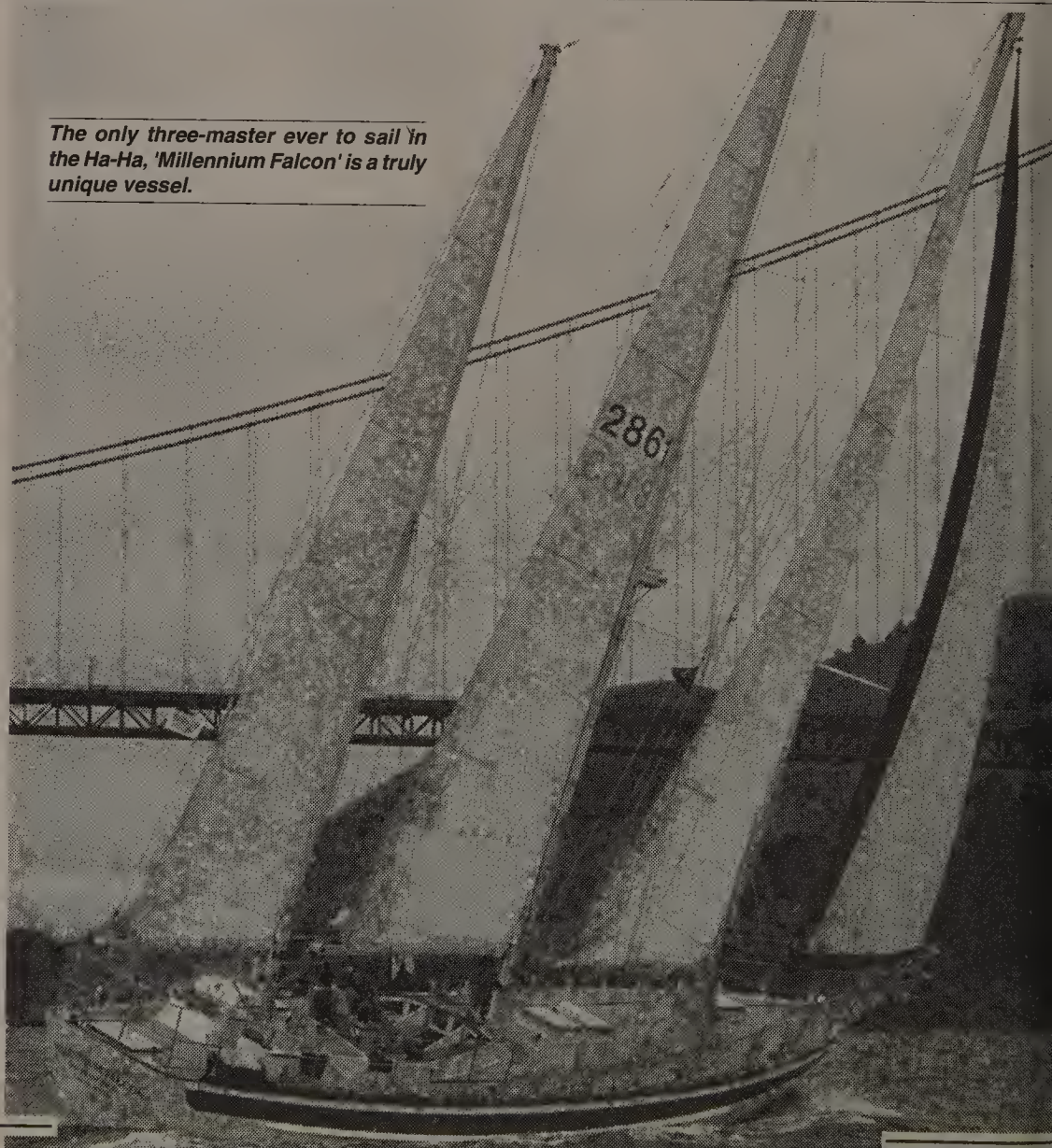
## **Fancy Free — C&L Explorer 45**

### **Robert & Bonnie White, Clovis**

Robert, a retired teacher and high school vice principal, started sailing 12-foot Penguins at his college sailing club. He married Bonnie, a nurse, and 10 years later, they bought their first boat, a Coronado 23. They trailer-sailed the boat from San Francisco to the San Juan Islands. They kept trading up until five years ago when they bought *Fancy Free*.

Robert says that Bonnie is not only a great helmsperson, but is able to create great meals under the most trying conditions. "We hope for good times and good people in the Ha-Ha. After that, we'll continue south and work our way around to the Caribbean."

**The only three-master ever to sail in the Ha-Ha, 'Millennium Falcon' is a truly unique vessel.**





# — SOUTHBOUND SOJOURN



Robert and Bonnie of 'Fancy Free' look forward to "good times and good people."

## **Fainche — Catalina 34**

**Russ & Catherine Otto, Hayward**

"Fainche is actually pronounced 'fanny', and is the name of a mythical Irish saint," reports Russ, who retired from PG&E, and Catherine, an electrical designer. Having done the Ha-Ha in '98 aboard a friend's boats, they decided to

do it on their own. "We're looking forward to warm weather, warm water, cold margaritas and yellow-fin on the barbie," they say. Aren't we all!

## **Gypsy Warrior — Freya 39**

**Rick & Maureen Gio, Sebastopol**

Rick, a semiretired masonry contractor, has been sailing since the age of eight. He built his Freya from a bare hull in '79 and '80, and has since put 40,000 ocean miles on her, including San Francisco to La Paz, several Mexican races, three Pacific Cups, and a cruise to Canada and back. Rick's outlook on the Ha-Ha is, "I can hardly wait to get warm." Maureen has been messing around in boats since she was 10, but didn't start sailing until about five years ago. "We're going to try the full-time cruisers lifestyle starting with the Ha-Ha. After the event, and a winter on the mainland, we'll be heading

across to French Polynesia in the spring."

For what it's worth, Rick was aboard the Wanderer's Freya 39 for the La Paz Race back in the early '80s, and two years later they did it again, each with his own Freya.

## **Hanuman — Freya 40 Michael Dugan, Davis**

The crew of *Hanuman* get the youth award for this year's Ha-Ha. Captain Michael is 26, co-captain Matt Damon is 26, and crew Amanda Sipes is 23. They get the award, that is, assuming they make the start, which isn't that certain. Their bio form was nearly empty except for saying, "We spent the last year putting a new deck on the boat and hope we finish by the time we leave." We hope they do, too. The Freya 40 is a slightly larger version of the Freya 39, and was the result of the dealer getting into a dispute with the manufacturer many years ago.

## **Humu-Humu — Choy/Morrelli 70 Cat David Crowe, San Jose**

David, who owns a Silicon Valley business, has had three boats since '84: *Seeker*, a Tatoosh 51; *Phoenix*, a Wylie-modified MacGregor 65, and *Humu-Humu* — which means trigger fish in Hawaiian. After she was built in Southern California, *Humu-Humu* spent many years in Thailand with her owner. Unfortunately, the U.S. government seized the boat as one of the owner's assets and put her up for auction. Crowe sailed her back to California and says he's now a confirmed believer in big cats. "It's about time to get back to Mexico for *ceviche* and *margaritas con limon fresca*," Hillary Kilduff is first mate while Steve Newby is the deckhand.

## **Itasca — Valiant 39**

**Mel & Gildi Whiteside, Petaluma**

Mel was born in San Mateo, but ended up spending a lot of time in the midwest and south as a student, in the military and finally as a college professor teaching biology at the University of Tennessee and the University of Minnesota. Gildi, on the other hand, emigrated from post-war Germany at the age of 10 in '53. "Anything seemed possible in the U.S. with hard work and determination," she remembers.

"After my son was born and I was divorced, Mel and I began a 30-year adventure together," Gildi continues. Our first dream was Mel and I having good teaching careers. The second was building a log cabin in the Minnesota northwoods.

After that, we started sailing on Lake Superior, where we cut our sailing teeth. Little did I know that we'd soon sell the cabin and our Lake Superior home for a sailboat! My dream home has shrunk to a mere 300 square feet — but now I wouldn't trade my cruising life for anything. At least not yet."

Having enjoyed an 18-month cruise to



Mel and Gildi of 'Itasca' plan to head across the Pacific later this season.

Spain and the Caribbean in the early '90s, as well as having sailed their current boat to Mexico, Hawaii and Alaska, the couple admit, "We're always a little anxious just before going offshore, so we're looking forward to the company." After the Ha-Ha, the couple plan to slowly work their way across the South Pacific to New Zealand. Lake Itasca, by the way, is at the headwaters of the Mississippi River.

## **Jade — Cheoy Lee 43 M/S**

**S. Harris & S. Fitzgerald, Scottsdale**

"We like new challenges, especially those that involve travel. For the last 22 years, we've travelled around the world while representing manufacturers and import businesses, and have also travelled

*Scott and Shannon of 'Jade' have already traveled all over the world.*





# BAJA HA-HA 2000 PREVIEW, PART II

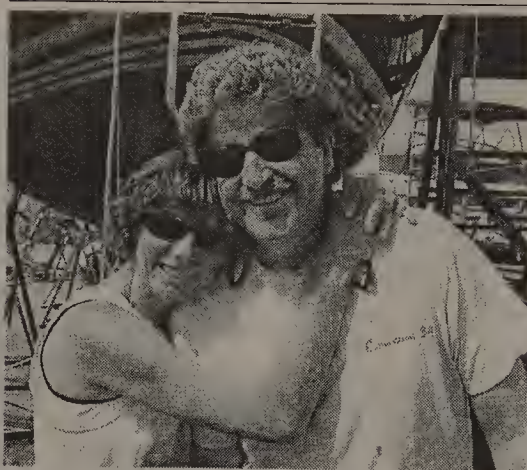
around the U.S. with our own airplane and Harley.

"We both travelled as children, as Scot's father was a Navy pilot stationed in Guam, Hawaii, Bermuda and Coronado. His mother was a Navy nurse. Shannon's parents were travel addicted, working until they had enough money to travel to a new place, then working again when needed. They've called Hawaii, Mazatlan, Puerto Vallarta and Acapulco home.

"Jade was previously owned by a guy from the Northwest, but didn't like the cold weather, so she found new owners — us — from warm Arizona, who wanted to move south." It comes as no surprise then, that cases of Corona Beer fit perfectly into the closet.

## **Ka Ula Lani — Morgan 383 George Killam, Walnut Creek**

"After more than 30 years of sailing San Francisco Bay and the coast from Bodega to San Diego, and skippering my boat in the '97 TransPac and bringing her back, and after several bareboat charters in the Caribbean and Bahamas, this old guy wanted to check out cruising with an



*Glen and Marilyn of 'Kinship' are tired of just "reading about" the Ha-Ha.*

emphasis on safety and relaxation. The 'nothing serious' Ha-Ha program seems made to order, and having a target date helps an old retired guy, who might otherwise procrastinate, stay focused."

Killam says that Ted Brewer's design and Charlie Morgan's construction produced an ideal cruiser within mid-range in all respects and has no glaring flaws. The retired architect is looking forward to warm weather cruising, but doesn't have any long-range plans.

## **Kinship — Cartright 44**

**G. & M. Middleton, White Rock, BC**

This is the skipper's second cruise to Mexico and the second time the Grand Poobah/Wanderer has mightily influenced his travel plans. The first time was back in '84 when an early September trip from Vancouver to Hawaii was aborted in San Francisco.

While regrouping his crew, the skipper stumbled upon a Crew Party featuring a slide show of Mexico by the Wanderer. By the end of the night, a scheduled one-year cruise of French Polynesia turned into a three year cruise of Mexico and the South Pacific — which terminated in Japan in '88 with the skipper flat-ass broke and in debt. Fortunately, he sold the boat in Japan.

Fast forward to '88, with a new crew that includes two teenage stepdaughters and a two-year-old! "A wrap-up article on the last Ha-Ha is the thing that set the wheels in motion. An orphaned Cartwright 44 was found in Florida and trucked to Vancouver. The planned refit of the interior got out of control and almost defeated us, but here we are, setting sail from Vancouver to not just read

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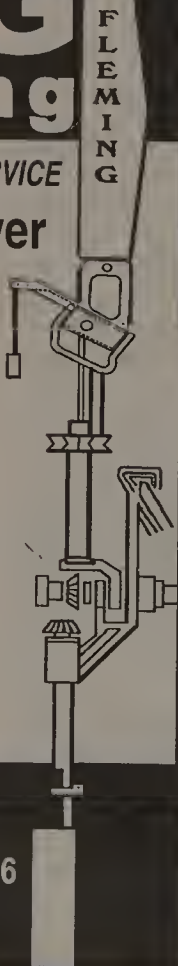
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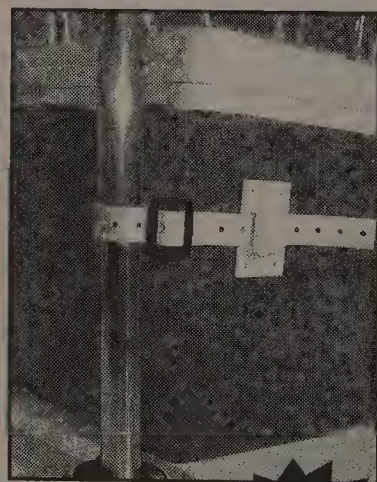
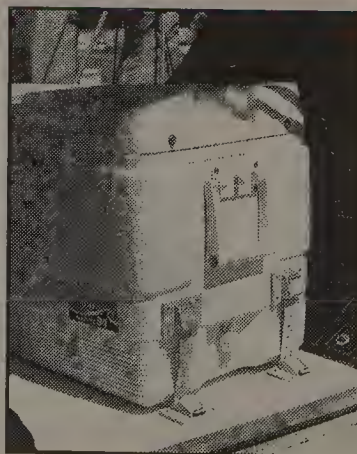
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# — SOUTHBOUND SOJOURN

about the Ha-Ha, but be in it!

"After the Ha-Ha, we'll head up into the Sea, to the mainland, then to Hawaii in April, and eventually we'll return to the Pacific Northwest. By the way, we're both teachers."

## **Lazy K's Fantasy — Columbia 41 D. & M.L. Snedecor, Alpine, TX**

Dean, who was a railroad engineer before settling on a career in communications, and Mary Lou, who is a licensed nurse, advise they are "in training to learn to relax," so despite being north of 55, they plan to "have fun, fun, fun and party, party, party." It must be that Texas upbringing. After buying their boat two years ago in Long Beach, they sailed to Ensenada, then up to the Bay Area. After using Vallejo as their base for sailing the Bay, they moved up to Tower Park in the Delta to be near ill family and prepare the boat for the Ha-Ha. After getting to Cabo, they will continue south to the Canal, then sail up the Gulf of Mexico to Texas, at which point "we will plan the rest of our lives."

## **Legacy — Ericson 29**

### **Glenn & Sherrie Ritzman, Long Beach**

Glenn, a retired carpenter, and Sherrie, a retired bartender, have owned seven boats in 30 years, and the Ericson for two years. "We have so much gear and food aboard that there's hardly any room for us!"

Having retired on the good side of 50, the couple are looking to "see a little of the world." How long they cruise depends on how much fun they're having. Their reason for entering the Ha-Ha — why be normal? — is as good as any.

## **Magic Carpet Ride — Passport 40 David Smith, Seattle**

Still in his early '40s, software consultant Smith first caught the sailing bug while reading *Cruising World* during college in Colorado. Although he learned to sail on Sunfish on a lake, his first boat was a Hobie 16. "I was amazed at how fast catamarans sail into rocks and how easily fiberglass breaks," he says. It was while competing for division honors in a major regatta that Smith learned, from his girlfriend, "the most important sailing lesson." See this month's *Sightings* for

the details.

Smith moved to San Diego to get ocean experience, to sail on big boats, and became a 'boat bum', racing four days a week on everything from daysailors to sleds. "During this time, I realized how much the deck of a racing boat is like Disneyland. From the bow to the mast is Frontierland; from the mast to the front of the cockpit is Adventure land, and where the skipper sits is Fantasyland."

He later moved to San Francisco for heavy air sailing and took classes to get his chartering credentials. "I discovered the big difference between Southern and Northern California boats is that the former have speakers in the cockpits while the latter have three reefs in the main.

"I finally bought my own boat and was introduced to the joys of boatyard living. For nine months while the bottom was stripped and was getting an osmosis job, I climbed up and down a 20-foot ladder and walked 75 yards to go to the bathroom. During that time, I learned that there are several possible uses for a funnel and bleach bottle."

Smith did the Singlehanded TransPac in '98.

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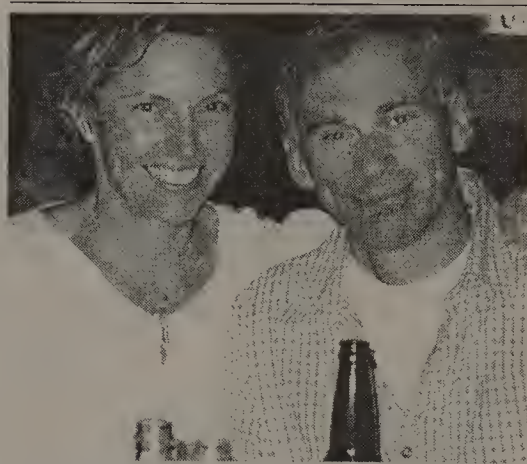
# BAJA HA-HA 2000 PREVIEW, PART II

## Melarkey — Catalina 38

**M. Bosta & M. Speed, Brisbane**

Mark and Melanie, both of whom are in the trade show business, have owned five boats in all, and this Catalina 38 for one year. Melanie has actually been sailing for 20 years more than Mark. While the couple haven't sailed any further than Bodega Bay, 'safety officer' Jake Jacobs has sailed from the Virgin Islands to Chicago and done 'The Mac' race.

The couple's attitude toward the event is, "It's a bunch of Melarkey."



For Melanie and Mark of 'Melarkey', the Ha-Ha will be their first offshore cruise.

## Millennium Falcon — 60-ft Schooner

**M. Ganahl & L.J. Hardy — Alameda**

Michael, a retired accountant, and Leslie Jean, a veterinarian, purchased the unusual schooner in '98 from builder Randy Chandler. The Ted Brewer design has a steel hull, three masts, and twin bilge keels which allow her to stand upright (without being blocked up), no matter if she's in a boatyard or on a beach. Michael and Leslie Jean did the West Marine Pacific Cup to Hawaii in '98.

"In May of this year we began upgrading the boat for a summer cruise to Alaska," they say. "Four months later and

way over budget, we still weren't ready. Having missed the season in Alaska, we decided that Cabo is almost like Alaska (?) and therefore decided to join the Ha-Ha. So it's off with the warm clothes and on with the swimsuits. New gear for the boat includes a cruise dodger, autopilot, speed and depth sensors, a honking 30 gal/min watermaker, heater, shower, hot water, pressure water, satellite phone, computer, entertainment center — in other words, a home away from home for when the 'Big One' hits."

## Milliways — Catalina 42

**R. & M. DePalma, Mammoth Lakes**

Bob, a retired small business owner, and Margaret, a retired teacher, property manager and household engineer, had owned at least 10 boats — "not counting dinghies and toys" — before buying the Catalina last year. The couple has been sailing for most of their lives, and has rounded Cape Horn and visited the Falklands — although that was by cruise ship. Their longest voyages on their own boats have been to Catalina and the Channel Islands, but then Margaret suggested the Ha-Ha. The couple says the three most interesting things about the "continuing saga of Bob and Margaret" are that: 1) their boat is paid for; 2) it's powered by 'improbability drive' — whatever that is, and once again, 3) their boat is paid for. After the Ha-Ha, the couple plan to enjoy the Sea of Cortez.

## North Road — Beneteau First 37.5

**B. & L. Hazeldine, Gabriola Island, BC**

"I was a happy-go-lucky golfer who didn't know how to swim or sail until I met Lesley," says Bob, a retired businessman. "But I bravely ventured out in her

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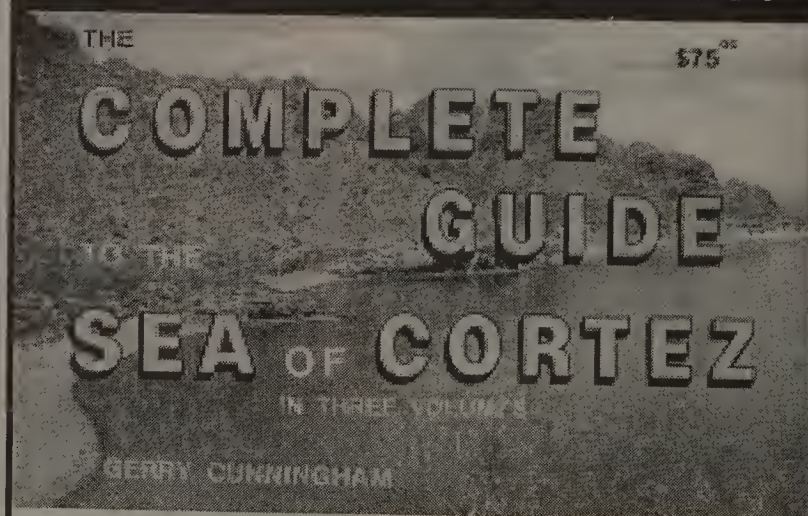
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# — SOUTHBOUND SOJOURN

dinghy and thereafter fell in love with her and sailing. We got our first boat — a CS 33 — together in '94 and I became an avid student of sailing. Now I know more about sail trim and sailing than my wife likes to admit. But my golf scores are now in the high 90s!"

"I learned to sail at nine years old," says Lesley, a retired advertising copywriter, "with Flying Juniors in Hamilton, Ontario, the steel capital of Canada. I spent a lot of time dumping in Hamilton Bay, where the water is the color of chocolate milk. When our family moved to British Columbia in '69, I took a hiatus from sailing to raise a family.

Later, I bought a Taser dinghy and raced it on English Bay. I still dumped it, but at least the water was a wonderful deep blue — and freezing cold. I met Bob in '91 and we married in '94. We bought our first boat that same year, and I taught him to sail."

Although the couple likes to race, they never win, and they also like to cruise, so they figure the Ha-Ha will be perfect for them. After Cabo, they plan to continue cruising Mexico.



"... and it's paid for!" say Bob and Margaret of 'Milliways'.

## **Peregrine — Serendipity 43 Gene & Suzi Osier, Dulzura**

Gene, a retired food company professional, and Suzanne, a retired orthodontal assistant, met at a Halloween Party 20 years ago, and he took her sailing for the first time. A second marriage for both, it's been very easy for them, except that Gene liked the Newport area while Suzi would have preferred the country. In about '85, Suzi started reading Gene's *Latitudes*, and realized that "through the cruising lifestyle

I could get away from it all, enjoy nature, and still keep Gene." So their cruising dream, started by Suzi, was hatched. Little did she know that Gene would take an early retirement and move to Lost Acres and secluded retirement living. But now, having bought a larger cruising boat, he says, "I will have to tear myself away from my sanctuary and go on what I hope will be our best adventure yet."

The Serendipity 43 was designed by Doug Peterson, and was a very successful racing boat. Although *Peregrine* herself was never raced, don't let the Osiers talk you into any first-boat-to-Turtle-Bay-wins-a-case-of-beer competitions.

After the Ha-Ha, the couple plans on sailing to Central America, the Galapagos, the South Pacific, and they're not sure where else.

## **Scalawag — Transpac 49 Keith & Kelly Mackenzie, Alberta**

Keith, who was in oil field sales, and Kelly, who was, and still is, a mom of Kyle, 9, and Kris, 7, decided to take the kids out of school to join the Ha-Ha and sail south. The kids were pleased with the decision. "It's quite a change when you

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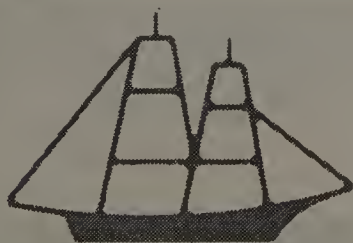
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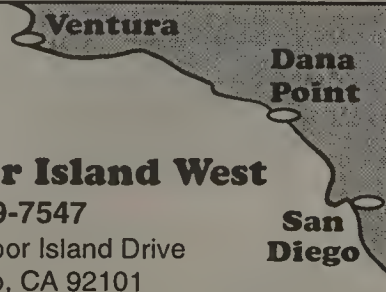
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# BAJA HA-HA 2000 PREVIEW, PART II

move from the prairie province of Alberta to the water, but hey, we're up for the challenge!" they insist. "Some of the friends we left behind think we're nuts, others are just jealous."

The Mackenzies say their boat isn't very fast, but she "has the coolest engine room, and our deep freeze will make great ice for margaritas." After a winter in Mexico, the family plans to head . . . well, they're not sure where.

## **Sea Bourn — Irwin 38 MK II Ronald & Beryl Seabourn, Durango, CO**

Ron, a retired 'rocket scientist' and retail businessman, and Beryl, an E.R. nurse and retail businesswoman, say "after the Ham, scuba, navigation and Spanish lessons, and a stint with Womanship, it's time to go! From the mountains to the ocean, at our age — we're both in our early 60s — we can't let the moss grow under our feet. As ex-skiers, we've decided to spend more time on the boat in a warmer climate. It's fun to think that our kids are now worrying about us. Yes!"

After a year or so of cruising in Mexico, the couple plan to continue south to Panama, then Florida and the Caribbean.



*Ron and Beryl of 'Sea Bourn' aren't about to let the moss grow under their feet.*

## **Sea Jay — Union Polaris 36 Paul Stark, Sacramento**

Four of the five crew on *Sea Jay* are captains of their own boats — and are all retired civil servants from the police and fire departments of Sacramento. Three of the four captains are also brothers. Since a boat can only have one person in charge, *Sea Jay's* captain will not be any of the brothers, but Wally Bertran, a retired fire department captain who knows the boat inside and out.

The three brothers — Tom, Butch and Paul — are all retired from the city of Sacramento. Tom, the oldest, started the civil service progression by joining the police department in '59. Butch and Paul joined the fire department a few years later. All three reached the rank of captain before retiring to other adventures.

All four men have extensive boating experience and have owned a number of power and sailboats. Mingo, the fifth member of the crew, is both a talented craftsman and has sailing experience.

## **See Life — Kennex 445 Cat The Cottrell Family, La Jolla**

"I'm Chloe, a six-month-old, 50-pound Newfoundland puppy — who lives aboard *See Life* and runs the Cottrell family. Let me tell you about them. Monte is a super-nice guy who has been working in the tire business, and who started with sailboards in the '70s. He's a bit on the quiet side, but when he does talk it's something about 'slobber and the hair ball express.' Is that a new band? We still may have some bonding to do. Monte is married to Shari, a West Marine sales associate, who is not so quiet. She and I bonded

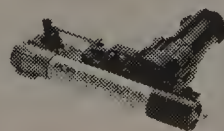
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# — SOUTHBOUND SOJOURN

away, as she doesn't care if I drool. His middle name. With my good and her friendly attitude, we meet friends every day.

'93 Monte and Shari set a goal of cruising in '00, and that's what we're doing — along with their two adorable girls, Haley, 8, and Daphne, 5. We've just finished kindergarten and 1st grade at a Spanish immersion school, so they'll be doing all the translating. The girls take me to their Girl Scout meetings and choir practice at church. We have a lot of fun together.

I can't wait to sail to Mexico with my family. We're going to hang out there and continue on until the funds run out. Our ship's outlook on the trip? Grateful for the opportunity to spend together as a family and *See Life to the Max*."

## **Papua — Morgan Out-Island 41** **Jake Holshuh, Long Beach**

Jake, a retired veterinary pathologist, and his first mate Sue Leverton, a kindergarten teacher, are both retired. "We are mountain climbers who got bad knees, so we wanted to be sailors and are



**Frank of 'Solitude' began his sailing career 20 years ago on windsurfers.**

looking for new adventures and new friends." Jake's owned the Morgan for over four years, and the two plan to cruise both mainland Mexico and the Sea of Cortez. Matey is their silky terrier.

## **Sojourner — Krogen Whaleback** **G. & L. Van Arsdales, Incline Village**

The Van Arsdales are the first couple to enter a motoryacht in this year's Ha-Ha. "While our boat doesn't have a real sail, it does have lots of sailboat gear," report the retired real estate analyst and

his retired corporate executive wife. "For example, the mast and boom are from a real sailboat, but only serve us as a cargo hoist and for MOB recovery." The couple looks forward to "meeting new friends and having ocean-going company for this leg of our cruise." Later, the couple is heading to Minnesota via the East Coast for a couple of years.

## **Solitude — Golden Gate 30** **Frank Brauch, San Jose**

"I began my sailing career in the early '80s with what were then called windsurfers," says the owner of a direct marketing company. "I sailed San Francisco Bay from Coyote Point to Crissy Field — until '87 when a friend took me out on his Olson 25. I was hooked! After taking lessons at OCSC, I began chartering and sailing on the Bay. After getting my bareboat certification in the early '90s, I began chartering for longer periods of time. My bareboat trips to the Caribbean and Tahiti convinced me that cruising was for me, so I bought *Solitude* in '94. I had planned to head south right after I bought her, but everyone knows what happens to best laid plans. But thanks to the Ha-

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# BAJA HA-HA 2000 PREVIEW, PART II

Ha, I'm now committed to leaving my Santa Cruz slip at 1200 on October 15, and am looking forward to the Ha-Ha, mainland Mexico, and the 'clipper route' back to San Francisco."

## Splashes — Freedom 36

### John Tannelhill — Paso Robles

A retired farmer and rancher, John has owned *Splashes* for 12 years. During that time he sailed San Francisco Bay and cruised the coast as far south as Ensenada. Having spent three years of cruising and racing with the Morro Bay YC, and having enjoyed last year's Ha-Ha, he decided to enter his own boat. He's had ocean experience with a Freedom 36, having delivered *Praise* back from Hawaii in '92.

After the Ha-Ha, John will continue south and he looks forward to visits from his six adult children.

## Swingset — Kelly-Peterson 46

### Charles Stehle, Washington, D.C.

"For me, the start of the Ha-Ha represents the end of an era of doing what everyone else wanted me to do and finally doing what I want to do. Yippee!" Charles,



Meet the 'Splashes' crew. Like many others, after the Ha-Ha they'll continue heading south.

a former "child laborer, navy pilot and support contractor," has owned Hobie Cats and a Pearson 28, and has crewed on a number of other "fine Bay boats." After selling the Pearson in '97, he decided it was time to find another "hole in the water." But this time, bigger was going to be better, he was going to get a bluewater cruiser. Along with the new boat was going to come a new goal: the Baja Ha-Ha.

After two years of searching, the Kelly-Peterson was found and rechristened

*Swingset*. The next year was spent living aboard and becoming familiar with the boat, but it soon dawned on Charles that the boat would never be ready for cruising as long as the j-o-b was competing for his time. So he applied the 'If it doesn't fit, you must quit' principle — and thus suddenly put all his resources and mechanical skills toward preparing *Swingset* for the Ha-Ha.

Charles believes that Cap'n Ron was correct when he said, "If it's going to happen, it's going to happen out there!" So Charles is going to sail to the Caribbean, Chesapeake and the Med to go where it's happening.

## Tai Tam II — Island Packet 40

### T. & K. Knueppel, Sunnyvale

Thomas, a retired vice president for a semi conductor company, and Kathryn, a retired manager of an allergy clinic, are both in their early '50s and over time have moved up from a J/24 to a Catalina 36 to their current Island Packet 40. With the kids grown, they are cutting their ties to the Bay Area and looking for somewhere warm to live. They have vague plans to make it over to Europe.



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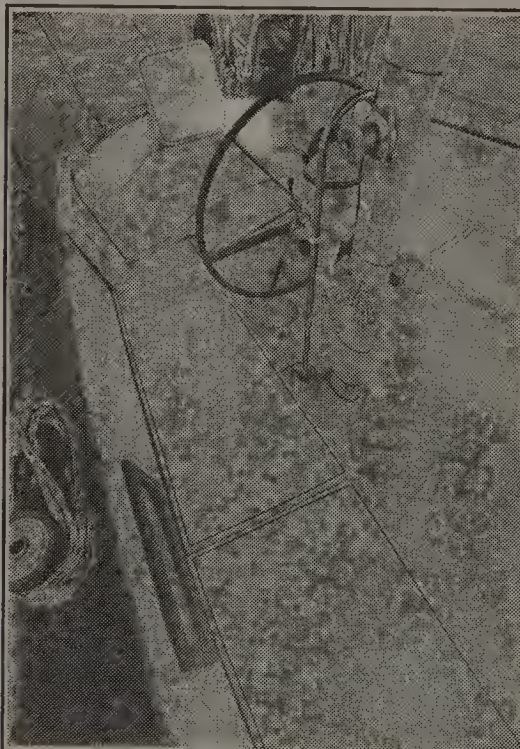
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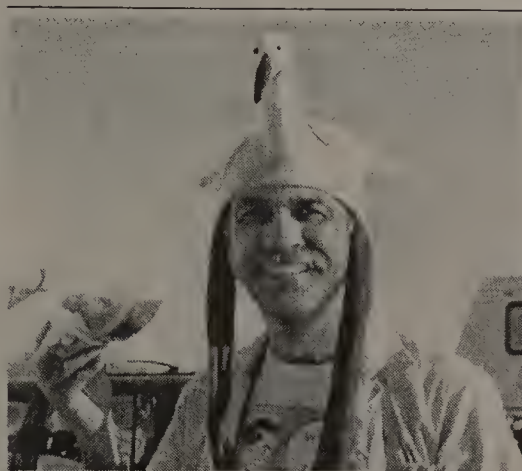
# — SOUTHBOUND SOJOURN

## **Tiger Beetle — Newport 33** **Arjan Bok, San Francisco**

"I wanted to do a long sailing trip and signed on for the West Marine Pacific Cup — until I realized I can't take that much time away from being a self-employed plumbing contractor," says Arjan, who was born in Holland. "My crew can work for two weeks before stuff starts going wrong. With the Ha-Ha, I can break the trip into several segments: San Francisco to San Diego; the Ha-Ha itself; then periodic cruising for the rest of the winter."

Having once been crowned the 'Sultan of Suds' for being stupid enough to take on *Latitude's* 'Beer Can Challenge' back when he owned an Ericson 27, two of Bok's regular racing crew will join him for the trip to Cabo, as well as a dive buddy who knows nothing about sailing and a Galley Master.

Bok's wife and two kids don't care for ocean sailing, but are looking forward to cruising the warm and calm waters of the Sea of Cortez this winter. After the season, the boat will be trucked back to San Francisco.



*"I'm finally doing what 'I' want to do," says Charles of 'Swingset'. "Yippee!"*

## **Toujours L'Audace — Columbia 50** **Bruce van Brocklin, San Ramon**

A retired import distributor of men's sportswear, Bruce has owned the well-travelled Columbia 50 — she's been as far as New Zealand and Florida — for 3.5 years. "It's like driving an old Jaguar," he says, "she's beautiful." A veteran of sailing on Monterey Bay, to the Farallones and in the Med, Bruce figures that, "It's time to step out and go for it," and he lives by the old adage, "You can't change the direction of the wind, but you can adjust

your sails." After enjoying the Sea of Cortez and mainland Mexico, he'll head for the Canal.

## **Tortuga — Atkins 32 Thistle** **D. & T. Rumph, Bellingham, WA**

"I was born a long time ago in a strange land called Texas, but have managed to overcome this," reports Don. "I started sailing after coming back from Viet Nam, where I was an Army Special Service Medic. Anybody want to trade war stories? After working for IBM and joining the Air Force, I went to nursing school with lots of women. I spent the next 20 years as a psychiatric nurse, where I did a lot of talking, listening — and some wrestling! I retired due to the 'intelligence' of managed care. I also raised two children — although my wife did most of it. I've wanted to do long-range cruising since I was 10 years old, and it's only taken me 46 years. I'm married to a woman who said, 'You want to buy what? And go where?'"

"I was born in landlocked Spokane," says Theresa, "and we never had so much as a rowboat when I was growing up. And now, oh my goodness, I'm getting ready



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# BAJA HA-HA 2000 PREVIEW, PART II

to sail to Mexico. What was I thinking when I married this deranged person? Half of my family and friends say this is a great idea and that I should go for it, the other half tell me I'm nuts. I don't know who is right yet."

## **Tranquilo — Pearson Vanguard 32 Neil & Debra McQueen, Santa Cruz**

Back in '94, Neil, an environmental affairs manager, surfed his way through Mexico, Central America and Peru. As he traveled, it became increasingly clear that he'd have to return some day for a more serious surf adventure . . . one that would last for years and reach spots only accessible by boat. He bought *Tranquilo*, the first Vanguard on the West Coast, in '96 from a retired fisherman and seasoned cruiser.

Debra, a writer, met Neil in '97 playing poker somewhere on the cliffs of Aptos. Being a gambler by nature, she quickly signed on to prepare for the cruising adventure. Her past experience crewing on sailing yachts in the Caribbean had left her longing for a tropical climate and sea



*Neil and Debra of 'Tranquilo' are betting high stakes that the cruising life will be a blast.*

breeze in her hair.

Together, the sunny-side-of-40 couple scrimped and sold their land-based possessions and lived aboard to be able to afford this dream. They were married in '99 on the beach next to Santa Cruz Harbor and they view the upcoming two-year cruise as something of an extended honeymoon. Both are athletic surfers and snorkelers, and enjoy Latin American culture. While Neil focuses on perfecting his tube rides, Debra prefers ankle-slappers.

When the waves get too big for her, she retires to work on the great American novel.

## **Two M's — Wauquiez 43**

### **Mike B. & Mary M. Curry, Seattle**

Mike, retired from the Navy after 25 years, and Mary, a retired bus driver, lived aboard for seven years in a little boat across Puget Sound from Seattle. "I'm looking forward to meeting lots of interesting people and bending a few rules during the Ha-Ha," they say. A third member of our crew is Pogo, a Sheltie mix who loves the boat but hates to get wet. The time the Ha-Ha starts, she should be accustomed to pooping on the poop deck.

**D**ogs, cats, school kids, grandparents . . . geez, everybody seems to be heading south this year. And this second installment of Ha-Ha profiles only takes us a third of the way through the fleet. We'll introduce you to the rest of the lucky cruisers in our November issue.

— lat

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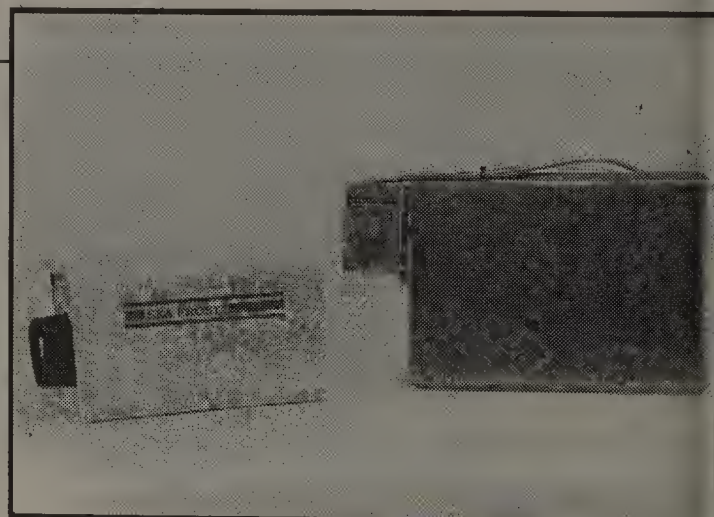
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**Hal Roth - Santa Cruz 50** "My Alpha auto-pilot steered eighty percent of the time during my 27,597 mile BOC Round the World Race. The Alpha pilot was excellent in light following winds and the Alpha was also good in heavy weather and steered my ultra light Santa Cruz 50 on the day I logged 240 miles under three reefs and a small headsail. Just past Cape Horn I got into a severe gale and nasty tidal overfalls: again the Alpha saw me through that terrible day. Like Dan Byrne in an earlier race, I stand in awe of the performance of your autopilot. Not only were it's operation and dependability flawless, but the power demands were minimal."



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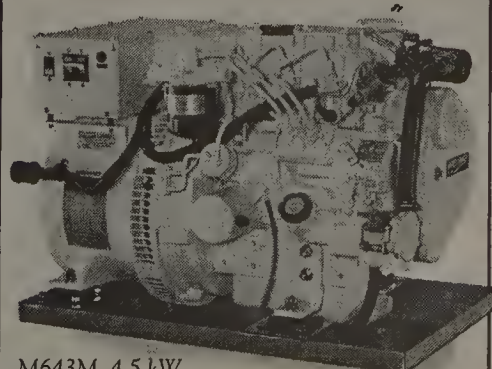
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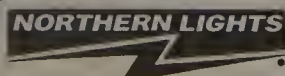
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# BAJA HA-HA VII

## HIGHLIGHTS OF IMPORTANT DATES

**September 10**

Entry Deadline

**October 3**

Mexico Only Crew List Party.

**October 21**

'Ha-Ha Welcome to San Diego Party'  
hosted by Chris Frost of **Downwind Marine**.

**October 29, 10 a.m.**

Deadline for all Skipper and Crew Release &  
Waiver forms.

**October 29, Noon**

Skipper's meeting.

**October 29, 2 p.m.**

Ha-Ha Halloween Costume Party,  
hosted by **West Marine**.

**October 31**

Start of Leg One, 10:00 a.m.

**November 5**

Start of Leg Two.

**November 8**

Start of Leg Three.

**November 10**

Cabo Beach Party.

**November 11**

Awards presentations party  
hosted by **Cabo Marina** and **Corona Beer**.

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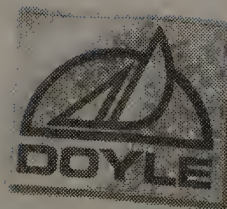
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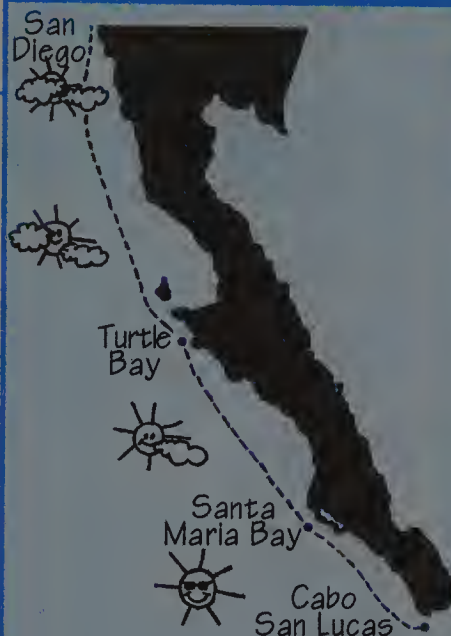
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As of press time, 138 boats have signed up for the Y2K Baja Ha-Ha Cruising Rally to start off the Coronado Roads outside of San Diego on October 31. If you have not yet signed up, the deadline for entry has passed. However, you can enter late for twice the price. If you are boatless and want to go or if you have a boat but need crew, come to the Crew List Party, Oct. 3 at Encinal Yacht Club in Alameda, 6-9 pm.

Check out our Web site at:  
**[www.baja-haha.com](http://www.baja-haha.com)**

For an entry packet,  
send \$15 and a self-addressed,  
9 X 12 manila envelope  
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There is no phone number.  
And please don't phone *Latitude 38*  
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The fee for late entry is **\$338**.

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# 2000 MEXICO-ONLY

If the old adage of 'safety in numbers' is true, Mexico should be the safest place on the Pacific Rim starting in November. That's when, as hurricane season fizzles out, the migration of boats begins. And this year, the Mexico cruising Class of '00-'01 looks to be one of the biggest ever.

There are no hard and fast surveys to support this claim, but we've been around long enough to get a pretty good feel for how things are shaping up. For one thing, boats with hailing ports from all over Oregon, Washington, Canada and Alaska can be found at moorings or slips all over the Bay right now.

**IMPORTANT NOTE:** *Latitude 38* offers the Crew List as an advertising supplement only. We neither make nor imply any guarantee, warranty or recommendation as to the char-

acter of individuals participating in the Crew List, the condition of their boats, or any weather or sea conditions you may encounter. You must judge those things for yourself.

Another barometer is the number of signups for the annual Baja Ha-Ha cruisers' rally. At presstime, 130-some boats comprised the second largest fleet in that event's seven-year history (see article elsewhere in this issue). Finally, the number of participants in the Mexico Only Crew List now in front of you is up — significantly up in several categories — for the first time in three or four years.

What is the Crew List, you might ask? Only about the most convenient place around to find crew for your cruising boat, or for cruising crew to find boats. Back in the stone age when *Latitude 38* began, it was noted by some sage sailopithicus that the way crew and boats found each other was so inefficient that it often left able crew ashore and boats shorthanded. So we came up with the idea for a central listing where everyone out there — both boat owners and crew — could find the situation that best suited them.

Well, maybe not everybody. The Crew List may be used by anyone, whether their name appears here or not. But everyone must first acknowledge the disclaimer in the thin gray box. If you can't accept what it says, please do not take part.

If your name does appear on these pages, there are numerous advantages. First of all, for newbies, everyone who appears here took the time to fill out a form and send it in with a small advertising fee. (The forms appeared in our August and September issues.) By appearing here, people can not only make calls, they will also receive them, effectively doubling their chances of finding a boat or crew. It also makes it easier to 'check out' anyone who calls you. If his or her name appears here, you can rest that much more assured that they are on the level. Which is not to say most 'cold callers' won't be. But it's nice to just do a quick check of the list to see if the caller's wants and desires match yours. Another advantage is that you get into the Crew List party for free, while everyone else has to pay. More on that later.

Here's how it works. If you're looking for crew, simply scan the columns of men, women and couples who 'Want To Crew', decode their skills and desires and call those that most closely approximate what you're looking for. Crew do the opposite: check out the boat owners, types of boats, planned destinations and so on and call the ones that most interest you. Once you make the call — or someone calls you — be ready to give and conduct a mini-interview with each other. Crew might ask things like how long the skipper has been sailing, how many other crew will be aboard, how much time might be spent at each stop, when the boat was last surveyed, how much work might be expected on the boat in each port, that sort of thing. Boat owners calling crew might want to clarify skill levels (or lack thereof), ask about shared expenses or try to analyze compatibility with other crew, wives, etc. It's a good idea to write out your questions well before you get or receive your first call. Leave space

remember who said what.

Here are a few more time-honored tips to make things go more smoothly.

- Seize the day: If you can, start making calls the day you pick up this issue. Just like all the bargain boats in our *Classy Classifieds*, the best deals go quickly.

- Once again for emphasis: Please leave the hormone thing for other places and times. Phone calls should deal *only* with sailing issues. As mentioned, a number of nice relationships and maybe half a dozen marriages have come about as a result of participation in the Crew List, but all these blossomed from initially platonic sailing arrangements.

That said, some women Listees will doubtless get calls from guys who think (and probably look) like the truck driver in *Thelma and Louise*. Which is why many of the women here are listed by first name or pseudonyms only. We actually encouraged them to do that for added security. We now also encourage women to ask as many questions as it takes to clarify crew duties and obligations if they suspect an overactive imagination on the other end of the phone. It's better to find these things out 'in here' rather than 'out there.'

- Don't call anybody before 8 a.m. or after 10 p.m.
- Have realistic expectations. Not all boats have interiors like Swans or go downwind like Santa Cruz 70s. Not all passages are smooth and sunny. Not everyone in a large crew will immediately like everyone else, and small crews can be even touchier to get right the first time. Newcomers should keep in mind that successful cruising requires a definite attitude adjustment, and the easiest way to start is to leave all egos on the dock. You won't really need them until you get back to the rat race, anyway.

## HOW TO GET TO THE PARTY

To get to Encinal YC (from the north or south), exit Highway 880 at 23rd Avenue and head west, toward the Bay. (If you're coming from the south, you'll have to make a U-turn and cross back over the freeway.) Go over the Park Street Bridge. At the second light past the Bridge — Buena Vista — make a right. Go one mile and turn right on Sherman. Go over the railroad tracks and make another right on Triumph. Go to the end of the block. The Oakland YC will be right in front of you. Turn right and continue to the end of the parking lot. EYC will be on your left.

- One corollary to the above is directed specifically at skippers: don't be put off by a potential crew's age. Bronzed young studs or studettes are fine for leading charges onto a pitching foredeck in the middle of the night, but we've always appreci-



# CREW LIST

of feedback regarding Crew List crews and skippers and we'd like to hear how it all worked out for you.

*Hasta la vista, baby!*

ated the wisdom and humor of sailors with a little mileage under their belts, too. Plus the latter group usually brings along better music. Give everybody a chance.

- This one should be obvious to both skippers and crews, but try to arrange a trial sail and overnight anchorage with the prospective crew locally before you make any final arrangements or choices.

- Finally — and above all — be honest. Don't try to 'make up' experience you don't have or tell contacts what you think they want to hear. As we've said before a thousand times, in sailing, if you don't know what you're talking about, someone who does can recognize it instantly.

To which some of you new guys might reply, "But I'm inexperienced. Doesn't that put me at a disadvantage?" The answer is yes — if you want to crew at the next America's Cup. But on cruising boats, some skippers actually prefer one or two less experienced crewmembers. They're easier to train to the skipper's way of doing things — and much less prone to argue about it — than a more experienced hand.

**N**ow about this year's Crew Party. As with many projects around here, the Mexico Crew Party, scheduled for Tuesday, October 3, from 6 to 9 p.m. at the Encinal YC in Alameda, has taken on a life of its own. What used to be a relatively intimate get-together for Crew List participants has now snowballed into a huge event for Crew Listers, Baja Ha-Ha participants and veterans, transient and local cruisers headed to Mexico, sailors who hope one day to go to Mexico, you get the picture — come one, come all. *Latitude's* Surfin' 63 catamaran *Profligate* will be there, as will Carol Schurch from Ha-Ha primary sponsor Qualcomm Globalstar. There'll be munchies, T-shirts, liferaft and flare demonstrations, no-host bar, and lots of like-minded sailors all looking forward to cruising south of the border.

For Crew Listers in particular, the party offers several opportunities. First, if you've done the preliminaries on the phone, you can arrange to meet your prospective crew, or skipper there for the first time. It's a great 'neutral ground'. Secondly, you can actually *make* your Crew List connection there. All Crew Listers get name tags color coded as to whether they're looking for a boat or looking for crew. If you haven't made your connections over the phone, that's how you make them at the party. Third, if you have any questions about any aspect of cruising Mexico, the Ha-Ha vets (who will have their own name tags) will be more than happy to answer them. If you have any interest at all in cruising Mexico — now or even years in the future — it's a don't-miss affair. And purposely arranged not to interfere with weekend sailing, football, baseball, Olympics, Simpsons re-runs or any show where beautiful people have found a new excuse to give awards to other beautiful people.

If your name appears on the Crew List here (or if you're a veteran of Baja Ha-Ha I, II, III, IV, V or VI), you get in free. Everybody else pays \$5 apiece. Please try to have exact change. And don't even *think* of handing a \$100 bill to our lovely Crew Listettes unless your insurance covers an extended hospital stay.

Well, that's about it. Except to note that 'safety in numbers' is relative in the cruising world. You might *feel* a tad safer knowing there are other boats nearby, but it's equally likely they're going to be calling you for help on some dark and stormy night as the other way around. So prepare well, sail smart, be vigilant — and write home, gosh darn it. We've never received a lot

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 Bill Carli, 49, (360) 378-7747, cmcarli@hotmail.com, Canyon 43 ..... for 6 (to Florida)/exp 2,3/wants 1,2,7,9 (Mex-Panama/Panama-Florida).  
 Bruce Van Brocklin, 61, (925) 736-3453, Columbia 50 sloop ..... for 1,4/exp 1,2/wants 2.

## CODE FOR PEOPLE LOOKING FOR CREW

### I NEED CREW FOR:

- 1) For the trip down
- 2) While in Mexico
- 3) Sea of Cortez Sail Week (April)
- 4) For Baja Ha-Ha VII, the cruisers' rally to Cabo starting October 31
- 5) Return trip up Baja
- 6) Other \_\_\_\_\_

### MY EXPERIENCE IS:

- 1) Bay
- 2) Ocean
- 3) Foreign Cruising

### I AM LOOKING FOR:

- 1) Enthusiasm — experience is not all that important
- 2) Moderately experienced sailor to share normal crew responsibilities
- 3) Experienced sailor who can a) share navigation and/or mechanical skills; b) who can show me the ropes
- 4) Cooking, provisioning or other food-related skills
- 5) 'Local knowledge': someone who has a) been to Mexico before; b) speaks passable Spanish
- 6) Someone to help me bring the boat back up/down coast
- 7) Someone to help me trailer boat back up/down coast
- 8) Someone who might stick around if I decide to keep going beyond Mexico
- 9) Other \_\_\_\_\_

Charles Fries, 51, charlesfpv@hotmail.com, 52-ft Sparkman/Stephens ketch ..... for 2,3,6 (So. Pac.)/exp 1,2,3/wants 1,2,4,5,8,9 (So. Pac.)  
 Daryl Olson, 69, (805) 388-0793, Cascade 29 ..... for 1,2,6 (Central Amer.-Carib.)/exp 2,3/wants 1,4,8.  
 Dennis K. Biby, 51, dennis@aweigh.com, 35-ft sloop ..... for 2,3,4/exp 1,2/wants 1,2,5,8.  
 Eric Heideman, 44, (805) 644-2577, Kiwi 65-ft cutter ..... for 1,2,3,4,6 (So. Pac/Carib.)/exp 2,3/wants 1,2,8,9 (gal-inquire).  
 Gene Maly, 45, (831) 372-2112, gmaly101@msn.com, Capo 30 ..... for 1,2,5/exp 1,2,3/wants 1,2,3a,4,5b,6.  
 George Grunewald, (619) 298-3343, 30-ft sloop ..... for 2,4,5/exp 1,2,3/wants 3.



# 2000 MEXICO-ONLY

## MEN NEEDING CREW — CONT'D

Jerry Lawrence, 57, vcm5169@sailmail.com, Cheoy Lee 48 ..... for 2,3/exp 1,2/wants 2,4,8.  
 Jim Albert, 58, (661) 296-7982, jla5142@cs.com, Islander Freeport 36 ..... for 6 (extended cruising)/exp 1,2,3/wants 1,8,9 (first mate, companion).  
 Jim Hancock, 42, jamesnhancock@hotmail.com, Freya 39 ..... for 2,6 (Central Amer. So. Pac.)/exp 1,2,3/wants 2,8,9 (inquire).  
 Jim Phillips, 54, (858) 613-1415, jphill8@san.rr.com, Catalina 42 ..... for 1,2,3,6 (sail from San Diego)/exp 2/wants 2,3,8.  
 John, 60, (714) 272-7087, 50-ft Caulkins ..... for 6 (Costa Rica)/exp 2/wants 4.  
 John Anderton, 60, (510) 521-6353, janderton@hotmail.com, Cabo Rico 38 ..... for 1,2/exp 1,2/wants 1,2.  
 Jon Nahhas, 33, (310) 306-1657, jnahhas@lausd.k12.ca.us, Lancer Motorsailer 39 ..... for 3,4,5/exp1/wants 1,4,5,6,8.  
 Lee Pearce, 48, (619) 925-4778, Beneteau 36s7, '98 ..... for 4/exp 3/wants 1,2,4,8.  
 Mark Sclarretta, 48, (619) 248-7947, msclarretta@excite.com, Beneteau First 41s5 ..... for 2,3,4/exp 2/wants 1,2,4,5,6,8.  
 Mel Olsen, 63, halcyonsv@yahoo.com, Peterson 44 ..... for 2,6 (Central Amer.)/exp 1,2,3/wants 1,8.  
 Nels Torberson, 60, (510) 782-6607, Morgan Outisland 41 ..... for 4/exp 1,2/wants 2,6,9 (round trip from San Francisco).  
 Nick Goosev, 48, nogoodnick@madona.com, 48-ft ..... for 2,6 (2001 or 2002)/exp 2,3/wants 1,4,8,9 (get to know each other).  
 Paul J. Wall, (714) 846-3131, 32-ft Aux. sloop ..... for 1,2,5/exp 1,2,3/wants 1,2,6,9 (fit, attractive lady).  
 Pete Boyce, 67, (209) 239-4014, edelweissus287@hotmail.com, 40-ft Sabre 402 slp ..... for 2,3,6 (2-3 wk cruises, Mex/Sea of Cortez)/exp 1,2,3/wants 1,2,4,5,9 (inquire).  
 Peter Nasca, 44, (925) 694-3110, Cabo Rico 45 ..... for 4,6 (Carib.)/exp 1,2,3/wants 2,4,5,8,9 (Carib.).  
 Ron, 63, (510) 352-9281, gypsy@firetrail.com, 30-ft cutter...for 1,2,4/exp 2/wants 1,8.  
 Ron Levine, over 50, (510) 704-9115, Rafiki 35 ..... for 1,3/exp 3/wants 1.  
 Roy Myers, 45, (360) 319-7622, myersroy\_e@hotmail.com, Bristol Channel Ctr 28 ..... for 1,2,6 (cannot be part of Ha-Ha)/exp 2/wants 2,3a,4,5,8,9 (I'm already cruising).  
 Steve Armanino & Jim Marco, 56, (310) 721-5541, 37-ft cutter ..... for 1,2,3,4,5/exp 2,3/wants 1,2,9 (adventurous/quick learner-female).  
 Steve Russ, 47, (415) 302-3458, (831) 476-6063, Custom 40 cruise/race ..... for 1,2,6 (Mex/Hi/Fiji/Aus.)/exp 3/wants 1,2,4,8.  
 Steve Willingham "Exody", 51, lf msg w/harbor master @ Pelican Harbor, Sausalito, 5-ton Vertue sloop ..... (female) for 1,2/exp 2,3/wants 1,9 (sense of humor).  
 Sy Richman, 56, (831) 373-8848, mobile (831) 901-8327, syjen@ix.netcom.com, 50' OD, 60' LOA ketch/double ended ..... for 1,2,3/exp 1,2/wants 1,2,3a,b,4,5,8.

## COUPLES NEEDING CREW FOR MEXICO

Dave Crowe & Hillary, 58/42, (408) 829-6109, dcrowe3@ibm.net, 70' catamaran .. for 2,4/exp 1,2,3/wants 1,2,3a,4,9 (physically fit, no smokers/drugs).  
 Denny & Drew, 56, (760) 722-5336, denduke@earthlink.net, N/M 54 cutter ..... for 2,6 (Sea of Cortez)/exp 1,2,3/wants 2,9 (inquire).  
 Scott Harkey & Debra Cutting, 43/48, scottviva@aol.com, Saga 43 ..... for 4/exp 2/wants 2.  
 Scott Harris & Shannon Fitzgerald, 52/39, (619) 379-2255, Cheoy Lee MS ..... for 4, 5(possibly)/exp 1,2,3/wants 2,3,6 (?),9 (medical/first aid training).

## WANT TO CREW

## MEN TO CREW FOR MEXICO

Alex Halliday, 38, alex\_halliday@yahoo.com ..... wants 1,2,4,5/exp 2/offers 2.  
 Andy Freutel, 24, (562) 630-6619, efreutel@aol.com ..... wants 1,2,3,4,5,6 (any of above)/exp 2/offers 2.  
 Angel Galindo, 43, H: (831) 476-0117, W: (408) 467-9890 ..... wants 1, 2,5,6(open)/exp 3,4a/offers 2,4,5b (toured Mex extnsly; ambass. for trade missions).  
 Arnold Gallegos, 55, (415) 239-1844, cell: (415) 999-6751 ..... wants 1,4/exp 4a,b,c/offers 3,4,5a,b.  
 Art Holz, 49, (619) 602-4474, ipi@technologist.com, fax (619) 615-2062, Box 86009, San Diego, CA 92138 ..... wants 1,2,4,5/exp 2/offers 2,4.  
 Art Urbin, 49, (408) 985-2107, art@urbin.com, PO Box 6972, San Jose, CA ..... wants 1,2,3,4/exp 4c/offers 3,4,5a.  
 Asa Pearson, 35, (817) 571-7570, apearsonjr@yahoo.com ..... wants 4/exp 3/offers 2,4,5b.  
 Bert Huffman, 58, (415) 332-4605, bhuffman@slip.net. .... wants 1,4,5/exp 2/offers 2.  
 Bill Bonnell, 59, (510) 232-1775 ..... wants 4,5/exp 2/offers 2,4,6.

## MEN TO CREW — CONT'D

Bill Horning, 64, (408) 602-1221, horningbill@hotmail.com ..... wants 1/exp 4/offers 3,5a.  
 Bill Stapp, 49, (510) 418-2059 ..... wants 1,4/exp 2/offers 1,4.  
 Bob Mandel, 50, (415) 744-2290, (510) 412-0104, osc3@concentric.net ..... wants 1/exp 3/offers 3.  
 Bob Soleway, 64, (415) 381-3147, (415) 385-3147 (cell), caviking@pacbell.com ... wants 4/exp 3,4a (3x Ha-Ha)/offers 2,3,4,5a,6.  
 Brad Hubbard, 54, (916) 722-6300, bhubbard@ulink.net ..... wants 1,2,4/exp 2/offers 2.  
 Brent Jenkins, 43, (619) 813-2212, boatguy@ixpres.com ..... wants 1,2,3,4,5,6 (open)/exp 2,3/offers 2.  
 Brian Deans, 58, (510) 540-5086, brdeans@cs.com ..... wants 1/exp 4 (to Baja 3x)/offers 3,5a.  
 Brian Schaad, 23, (559) 261-1626, bsland@juno.com .... wants 4/exp 1/offers 1,2.  
 Bruce Wilson Little, 61, (650) 274-5510 ..... wants 1/exp 3/offers 2,5a.  
 C.H. Barkhuff, 60, Martinez Marina, c/o General Delivery, Martinez, CA 94553 ..... wants 1,2,3,4,5,6/exp 3/offers 3,4,5a,b.  
 Carl Mannheimer, 43, O: (408) 727-4650, H: (408) 559-8733 ..... wants 1,4/exp 2 (boat owner)/offers 2.  
 Charles Walton, 46, (661) 945-0687 ..... wants 4/exp 4/offers 3,4,5.  
 Chris, 29, (415) 596-5403 ..... wants 1,2,4,5/exp 2,3/offers 2,4.  
 Dale Closner, 56, (208) 622-7150, Fax: (208) 622-5840, daleclosnr@aol.com ..... wants 4/exp 4/offers 3.  
 Dale Miller, 59, (916) 424-8345 ..... wants 1,4/exp 2 (owns 37' Hunter)/offers 3.  
 Damon Simpson, 31, (541) 754-8153, zillas@home.com ..... wants 5,6 (couple wks playing)/exp 3/offers 3,4.  
 Dan Aproberts, 53, (510) 548-4277, danapper@pacbell.net ..... wants 1,2,3,4,5,6/exp 2/offers 2,4,5b.  
 Dan Arkin, 31, (720) 962-5012, djarkin@hotmail.com ..... wants 2,3,4,6 (any 2 wk leg)/exp 4c/offers 2,5a,b.  
 Dan Mack, 39, (650) 870-1710 ..... wants 1,2,3,4,5,6/exp 3/offers 2.  
 Dan McCracken, 60, (510) 483-1277 msg ..... wants 1,2,3,4,5,6 (SF to San Diego)/exp 4c (3x Ha-Ha)/offers 2,3,4,5a,b.  
 Daniel Lee Bennett, 38, (619) 291-3549 ..... wants 6 (all & more, anything)/exp 2/offers 1.  
 Dave Walker, 58, (503) 357-2591 ..... wants 2,3,4/exp 4 (6,000 ocean miles)/offers 3 (USPS nav. instructor).  
 Dick, 56, (916) 488-7681 ..... wants 1,2,4,5/exp 4a,b,c/offers 3.  
 Doyle Knight, 60, (510) 823-6570, ddknight@yahoo.com ..... wants 1,2,5/exp 3/offers 3.  
 Dustin Fox, 20, (916) 501-7177 or dfox@mac.com ..... wants 1,2,3,4,5,6 (overseas, longer psqs, either direction)/exp 4/offers 3.  
 DuWayne Olds, 57, (707) 822-2781, dolds@humboldt1.com ..... wants 1,2,4/exp 3/offers 2,3,4,6.  
 Edward Holland, 54, (650) 326-1430 ..... wants 1/exp 3,4 (ext. coastal sailing/80 Sgl TPac/25-yr boat owner)/offers 3,4,6.  
 Edward Winter, 57, (909) 924-8575, shontest\_us@yahoo.com ..... wants 1,2,4,5 (possible other)/exp 2 (have tri)/offers 2,5a(camped).  
 Eli Geller, 64, (505) 986-7309 ..... wants 1,2,3,4,5,6 (anywhere)/exp 4/offers 3.  
 Frank Magnotta, 53, H: (925) 947-1463, W: (925) 422-7285, magnotta1@ltnl.gov ..... wants 1,2,3,4/exp 4a/offers 3,4,5a.  
 Fred King, 54, (707) 575-8652 ..... wants 1,2,4/exp 2/offers 2,4.  
 Gary Wiseman, 54, (530) 346-7885, gwise@jps.net ..... wants 1,2,4,5/exp 2/offers 2,4,6.  
 Gene Dennis, 54, (970) 879-2586, bigsmile@cmn.net ..... wants 1,2,3,4,5/exp 3/offers 2,3,4.  
 Gilbert Ratcliff, 62, (209) 538-7082, gkratcliff@juno.com ..... wants 1,4,5,6 (coastal/Bay)/exp 3/offers 2,4,6.  
 Graham Ashlock, 23, (805) 963-3813, cracker@uclink4.berkeley.edu ..... wants 1,2,4,5/exp 3/offers 2 (steer/some nav),4,5b,6.  
 Greg Falberg, 43, (408) 749-8048 ..... wants 2,6 (Carib.)/exp 3/offers 2,5a (scuba).  
 Howard Klein, 62, (530) 273-1409, klein@jps.net ... wants 1,2,3,4,5/exp 3/offers 2.  
 Jack Dowdle, 56, (925) 376-7587 ..... wants 1,2,3,4,5,6 (Med., So. Seas, Carib.)/exp 2/offers 2,4,6.  
 Jack Morrison, 60+, (415) 453-1139 or (415) 457-4600 ..... wants 1,2,3,4,5/exp 4b,c/offers 3.  
 James Moonier, 52, (800) 944-2529 x111, jmoonier@kraft.com ..... wants 1,2,3,4/exp 4a/offers 2,3.  
 James Smekal, 48, (917) 705-1719 ..... wants 6 (1 wk in Jan.=inquire)/exp 2/offers 2 (+ spin set/drive/food-related skills).  
 James Snider, 38, (925) 872-8782, (650) 638-5827, sniderjv@appliedbiosystems.com ..... wants 1,2,4/exp 2/offers 2,4.  
 James Wilson, 36, (415) 431-6461, www.jamesw.com. .... wants 1,4,5/exp 3/offers 3.  
 Jared DeWitt, 47, (941) 724-2325, joecrow@home.com .. wants 4/exp 3/offers 2,3.  
 Jerry Donaly, 58, (707) 528-7131, penny.donaly@gte.net ..... wants 1,3,4,5/exp 3/offers 2,3,4..  
 Jim Edge, 56, Day: (916) 985-8610 x6993, Eve: (916) 989-0856 ..... wants 1,2,3,4,5,6 (any/all of above)/exp 2/offers 1,2 (will help: cook/mech.)  
 Jim Nixon, 60, (209) 847-6109 ..... wants 1,4/exp 1/offers 1.



## MEN TO CREW — CONT'D

Jim Tantillo, 67, (408) 263-7877, jimtantillo@worldnet.att.net ..... wants 1,3,4,5/exp 4/offers 3/5a (USCG master).

Joe Steiner, 51, (415) 759-6708, wireunex@earthlink.net ..... wants 1,2,3,4/exp 4a,b,c/offers 3,5a.

Joe Sutton, 49, (415) 824-0466, sutton@dasse.com ..... wants 1,2,5,6 (any warm water 11/15-1/31/01)/exp 3/offers 2.

John W. Mount, 54, (415) 509-8381, jwmount@attglobal.net ..... wants 1,2,3,4,6/exp 3 (comfortable offshore)/offers 2,4,6.

John Sillers, 60, (509) 948-0137, fax (509) 375-7777, HSC@OWT.com ..... wants 4/exp 2/offers 2, handle basic mechanical problems.

Jose Vargas, 52, 011-52-6176-3246 (Ensenada), ciscovar@telnor.net ..... wants 1,2,3,4/exp 2/offers 1,4,5a,b,6.

Josh, 30, (415) 989-5025, farallon@altavista.com ..... wants 1,3,4/exp 3/offers 3,4,5b.

Julian Ashton, 43, (650) 799-9925, corkhead@pacbell.net ..... wants 1,4/exp 4a/offers 2.

Ken Janke, 50, (925) 280-8023, krjconsult@aol.com ..... wants 1/exp 3/offers 3,4.

Larry Burton, 51, (916) 784-7391, sailar@cwo.com ..... wants 1,2,4,5,6?/exp 4a/offers 3.

Larry Fitzgerald, 66, (510) 655-1589 ..... wants 4,5/exp 2,3,some4c/offers 2,3,4.

Leif Larson, 45, (408) 892-1251, leiflarson@home.com ..... wants 1,2,3,4,5/exp 4a/offers 3.

London Hoft, 33, (510) 558-0593 ..... wants 1,5/exp 2,3/offers 2,5b (broken).

Lou Rylen, 65, (916) 725-2711 ..... wants 1,2,3,4,5/exp 1/offers 1,6.

Maarten Kalway, 38, (510) 548-8652, mkalway@wans.net ..... wants 1,2,3,4,5/exp 3/offers 2,4,5a.

Mark Buechin, 48, (209) 296-5850, lynmark@cdepot.net ..... wants 1,4/exp 2 (owns sailboat)/offers 2.

Michael Daley, 49, (707) 584-2507, mdaley@cmotor.com ..... wants 1,4/exp 3/offers 2,5a,6.

Mike Allgaier, 48, (510) 418-1580, Slip E326, Richmond Marina Bay ..... wants 1,2,3,4,5/exp 2/offers 2.

Mike Dennis, 48, (775) 626-4446, mdennis760@aol.com ..... wants 4/exp 4a/offers 2,3,4.

Nick Fogler, 31, (415) 759-5224, nick@fogler.net ..... wants 4,5/exp 2/offers 2,4,5b.

Niklas Ganssaug, 26, (510) 666-0323, niklas@boathall.berkeley.edu ..... wants 1,2,3,4,5/exp 4a,b,c/offers 3,5b,6.

Norm Guest, 63, (925) 846-4758, Norman2336@aol.com ..... wants 1,4,5?/exp 2,3/offers 2.

Paco Stevens, 37, (310) 670-6116, (310) 962-5929 ..... wants 1,4/exp 3,4a/offers 3,5b.

Patrick Culver, 49, (530) 629-2366, otterrock@hotmail.com ..... wants 1,2,5,6 (warm climate)/exp 3/offers 2,3,4,6.

Paul Thomas, 52, (415) 892-7715 ..... wants 1,2,3,4,5,6(8 wks vac p/yr)/exp 2,4 (2 yrs@sea, USCG vet, inquire)/offers 2.

Peter Collins, 55, (858) 488-2512, pjcoll@nethere.com, San Diego Mariner's Cove ..... wants 1,2,3,4,5,6, (from Sydney, Aus./exp 3/offers 2,3(some),6,(mech, elec skills.)

Peter Kacandes, 33, (510) 574-6529 (days), (650) 324-0439 (eves), email: peter.kacandes@ebay.sun.com ..... wants 1,4/exp 3,4a,c/offers 3.

Peter Lavoie, 39, (510) 465-9780, pblavoie@hotmail.com ..... wants 1,2,3,4,6/exp 4/offers 2,3,4,6.

Peter Nevada, 62, (510) 261-1687 ..... wants 1,4/exp 2/offers 2,4.

Phillip Burton, 49, (909) 245-0926, Rpm4mach@aol.com ..... wants 3,4,5/exp 3,4c/offers 3,4,5a.

R. Glenn Britland, 21, (415) 331-1756, Hawaiian Chieftain ..... wants 1,2,4/exp 2,3/offers 2,3.

Randy Greenwald, 52, (707) 468-1246 ..... wants 1,3,4,5 (possibly)/exp 2 (& windsurfing)/offers 1,5b (house in Baja),6.

Reg Hansen, 53, (415) 332-2132 ..... wants 1,2,3,4,5,6/exp 2,3 (4 yrs. comm. fishing)/offers 2,3 (minus nav),5b,6.

Richard Lang, 58, (916) 487-9748, (916) 445-4498, (916) 505-7940, richard.lang@dgs.ca.gov ..... wants 1,2,3,4,5/exp 3/offers 3.

Rick Jeffs, 42, (949) 631-0495, surfnleo@aol.com ..... wants 1,2,4,6 (on to Carib)/exp 3+/offers 2,4,5,6.

Robbie Roberts, 54, (805) 471-4234, PO Box 4111, S.L.O., CA 93403 ..... wants 1,2,4/exp 1,2/offers 2.

Robert Bloom, MD, 55, (415) 461-6728, DrBob2sail@aol.com ..... wants 4/exp 4a/offers 3,6.

Robert Miller, 51, wanderingstar@mail.com ..... wants 4/exp 4a,b,c/exp 3,5a,b.

Robert J. Tourville, 60, (209) 772-2141 ..... wants 1,4/exp 2/offers 2,4.

Ron Viegelahn, 46, (707) 235-3150 (h), (510) 642-4971 (w) or email at: ron@etcheshop.Berkeley.edu ..... wants 1,2,5,6 (what I can get)/exp 2/offers 3.

Ryan Price, 23, (707) 446-3495, Rcplion@hotmail.com ..... wants 1,2,3,4,5/exp 3/offers 3,4.

Sam Umbriaco, 22, (406) 387-5147, sumBRIACO@hotmail.com ..... wants 1,6 (flexible)/exp 2/offers 1,5b.

Scott Hufford, 48, (909) 989-1497, shufford@mindspring.com ..... wants 1,4,5/exp 4/offers 3,4,5.

Steve Coulston, 59, (707) 751-0247 ..... wants 4/exp 3/offers 3.

Steve Orr, 31, (303) 914-8080, steveorr94@hotmail.com .....

## MEN TO CREW — CONT'D

..... wants 2,3,4,6 (any 2-week leg)/exp 1/offers 2,4.

Steve Sproul, 50+, (707) 953-1708 (cell), (707) 823-7558 (home) ..... wants 1,4,5/exp 3/offers 2,3,4,6.

Steve Truax, 54, (916) 323-4317 (days) ..... wants 1,2,3,4,5,6 (passages as needed)/exp 3, (Ha-Ha '98)/offers 3,4,5a,6.

Steven Mandel, 58, (310) 277-3004, slmandel@pacbell.net ..... wants 1,2,3,4,5,6 (Pacific voyage), (prefers Cat)/exp 4a,b,c/offers 3,5a.

Steven T. Willison, 33, (415) 451-0799, sailstw@aol.com .....

## CODE FOR PEOPLE WANTING TO CREW

### I WANT TO CREW:

- |  |                        |
|--|------------------------|
| 1) For the trip down   | 5) Return trip up Baja |
| 2) While in Mexico   | 6) Other               |
| 3) Sea of Cortez Sail Week (April)                                     |                        |
| 4) For Baja Ha-Ha VII, the cruisers' rally to Cabo starting October 31 |                        |

### MY EXPERIENCE IS:

- |                             |   |
|-----------------------------|---|
| 1) Little or none           | 3) Moderate, Some Ocean   |
| 2) Some, mostly Bay sailing | 4) Lots: a) extensive sailing<br>b) extensive cruising<br>c) foreign cruising |

### I CAN OFFER:

- 1) Few skills, I am a novice sailor
- 2) Skills of a normal hand: watch standing, reefing, changing sails
- 3) Skilled and experienced sailor. I can navigate, set a spinnaker, steer and handle basic mechanical problems
- 4) Cooking, provisioning or other food-related skills
- 5) 'Local knowledge': a) I have cruised Mexico before;  
b) I speak passable Spanish
- 6) Companionship

..... wants 1,2,3,4,5,6/exp 4a,b,c/offers 3,4,5.

Terry Pruden, 56, (503) 255-5598, airborne@hevanet.com ..... wants 1,2,4,6?/exp 2/offers 2,4.

Tim Fitzmaurice, 50, (510) 444-7561, ext 313, trf@jhfoak.com ..... wants 1,4,6 (depends on boat & captain)/exp 4a/offers 3.

Tom Matheson, 51, (907) 321-8136, matheson@pocketmail.com ..... wants 1,2,3,6 (farther south)/exp 4a,b,c/offers 2,3,4.

Vito Macchia, 50, (760) 247-6834, macchia@gateway.net ..... wants 1,2,6 (So. Pacific)/exp 4c/offers 3,4.

William Lu, 30, (408) 986-3142, (408) 984-7477 (home) ..... wants 1,2/exp 2/offers 2.

William McGinnis, 50, (707) 451-4369 ..... wants 1,2,4,5/exp 3/offers 3,4,5b.

## WOMEN TO CREW FOR MEXICO

Alene, 37 (going on 24), (415) 430-2170 ext 1935 ..... wants 1,2,4,6 (forever)/exp 2/offers 2,5a (travelled),5b (+French, German),6.

Alex, 42, (510) 533-8123, totha@earthlink.net ..... wants 2,3,6 (as work permits)/exp 3,4a/offers 2,3,4,6.

Ali Morse, 42, alimorse911@aol.com ..... wants 2,3/exp 1 (2 wks in Mex, few days on Bay)/offers 1,2,4,5a,b (fluent),6.

Barbara, 49, seagypsygirl@hotmail.com ..... wants 1,2,3,4,5,6 (anywhere)/exp 4 a,b,c/offers 3,4,5a,b,6.

Carol, 32, carolrealtor@jps.net, blond\_carol@yahoo.com ..... wants 4/exp 2/offers 1,2,4,5b.

Carolyn, 55, (510) 390-2867 ..... wants 1,2,3,4,5/exp 3/offers 2,4,5b,6.

Cathy, 45, cprudek@aol.com ..... wants 12/16-1/1/01 & 4/14-4/21/01 (can fly to/from)/exp 1 (Laser racing)/offers 1.

China Gypsy, 36, H: (650)583-3884, F: (650)737-6086, chinagypsy@hotmail.com,



# 2000 MEXICO-ONLY CREW LIST

## WOMEN TO CREW — CONT'D

Box 1454, San Bruno, CA 94066 ..... wants 1,2,3,4,6/exp 3/offers 2,4,5a,b,6.  
D.J., 41, ds\_flower@yahoo.com ..... wants 1,2,4,5,6 (So. Pacific)/exp 3/offers 2.  
Elena, 39, netlenka@aol.com ..... wants 1,2,3,4,5/exp 1/offers 4,6.  
Genelle, 55, GwinDwyer@juno.com ..... wants 2,3/exp 2 (Alaska)/offers 1,4,6 (pleasant, no seasick, silence ok).  
Heather, 27, (415) 451-8098 ... wants 1,2,4,6 (continue after race)/exp 2/offers 2,6.  
Jennifer, 39, (619) 887-2557, vongi@hotmail.com ..... wants 1,4/exp 2/offers 1,5b, (RN with advanced med kit and medications).  
Jennifer Hughes, 48, hughesjennifer@hotmail.com ..... wants 1,2,3,4,6 (PNW, Carib, Hawaii)/exp 4/offers 2,4,5,6.  
Judith, 39 again +10, (310) 827-3629, wanderinheart@aol.com ..... wants 1,2,3,4,5 (via HI?)/6 (Canal/Belize/Carib/+/)/exp 4a,b,c/offers 3,4,5a,b,6.  
K.B., 50, (415) 399-9950, keebeeper@aol.com ..... wants 3,4/exp 3/offers 3,4,5.  
Kate, 54, (323) 939-3553 ..... wants 4/exp 3/offers 2.  
Kathy, 38, (303) 522-3742 ..... wants 3/exp 1/offers 1,4,6.  
Lael Lorenger, 58, (530) 642-1603, llorenger@directcon.net ..... wants 1,4/exp 2,3/offers 2,4,5a,6.  
Linda Stinson, 47, ldstinson@hotmail.com ..... wants 1,2,4,6 (Cabo, PV, Costa Rica)/exp 3/offers 2,4,5a (2 seasons Mex coast).  
Lisa Costello, 47, (831) 728-4002, lchands@aol.com ..... wants 1,2,3,4/exp 3 (bareboat/adv./big boat cert.)/offers 2,3,5 (own house/sail in Mex).  
Lisa Johnson, 39, lisalynj@hotmail.com ..... wants 4/exp 2/offers 1,4,6.  
Lori, 33, (415) 565-7344, lori@safetyproject.org ..... wants 4/exp 4a,c/offers 3.  
Lynn, 43, sailynn2sea@aol.com ..... wants 1,2,4,5/exp 2/offers 2,4,6.  
MM (Meredith), 26, Merri66@hotmail.com ..... wants 1,5/exp 1,2/offers 1,4.  
Marianne, 55, 011-52-6988-0417, amodt@red2000.com.mx ..... wants 1,2,6 (So. Pacific, Canal, other)/exp 4b,c/offers 2,3,4,5a,b,6.  
Marlaina, 47, (707) 565-6032, fax (707) 996-8260, lora5@aol.com ..... wants 3,4/exp 3/offers 1,5b,6.  
Miriam Schaffer, 65, mirnate@aol.com ..... wants 1,2,4/exp 3/offers 2,4,5a,b,6.  
Nancy, 48, basicrusing@juno.com ..... wants 1,2,3,6 (any opportunity)/exp 2 (+ some ocean)/offers 1,2,4.  
Paulette, 41, (720) 353-5214 ... wants 1,2,3,4,6 (possibly)/exp 2 (lake)/offers 1,4,6.  
Renee, 43+, (510) 532-1935 ..... wants 1,2,3,4/exp 3, 4/offers 2,4,5,6.  
Roberta, 51, rhintransit@compuserve.com .....

## WOMEN TO CREW — CONT'D

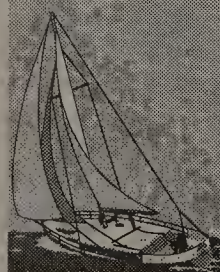
..... wants 1,2,4,6 (further, longer)/exp 3 (+ foreign cruising)/offers 2,4,5a,b.  
Sandra, 38, (415) 331-8014 ..... wants 1,4/exp 1/offers 1,4,6.  
Sandy, lunarsail@hotmail.com ..... wants 1,3,4,6 (warm waters)/exp 2/offers 2,4.

## COUPLES TO CREW FOR MEXICO

Al & Barb Lankford, 44/45, (920) 497-4714, allankford@aol.com ..... want 4/exp 4a,b,c/offers 3,4,5a,b.  
Anthony Davis & Katie Braybon, 23/22, katiebraybon@hotmail.com ..... want 1,2,4/exp 2 (IP, Vancouver, Alaska)/offer 1 (Katie), 2,4.  
Danny & Pinky Gardner, 53/51, (707) 537-0202, dmgardner@jps.net ..... want 1,4/exp 2 (Tradewinds Sailing School), bareboat FL Keys)/offer 2,3,4,5b.  
David & Susanne Ames, 45/37, (360) 491-2460, dsames@home.com ..... want 2,3,6/exp 4a,c/offers 2,3,4.  
Dean & Catherine, 50/46, deanoso@earthlink.net ..... want 1,2,3,4,5,6 (open)/exp 1=Dean,3=Cath/offers 1=Dean,2=both,3=some/ea).  
Erik & Katriana Vader, 44/47, (760) 631-5564, Katrianac@aol.com ..... want 1,2 (possibly),4/exp 1,3/offers 1,2,4,5a,b (fluent).  
Falk & Joy, 25/21, (530) 292-3179, joyfull@2xtreme.net ..... want 1,4/exp 1,2/offers 1,2,4,5b.  
Forrest & Raven, 45/32, (707) 537-0533, forrestbraut@hotmail.com ..... want 6 (to So. Pacific or anywhere)/exp 4a,b,c/offers 3,4,5a,(plus French).  
Jeff & Jana Neal, 34/25, (530) 542-4767, marinoeljeje@yahoo.com ..... want 1,4,5 (maybe)/exp 1 (Jana),2 (Jeff)/offer 1 (Jana),2 (Jeff),4 (both),6?  
John & Susan Brooks, 50s, (650) 964-8903, (415) 253-7960 (pgr) ..... want 6 (week start 11/5)/exp 3 (both)/offer 2,3 (70%), 4.  
Logan Olds & Lori Fenstermacher, 23/31, (530) 251-4725 or write PO Box 927 Susanville, CA 96130 ..... want 3,4/exp 2,3/offers 1,2,4.  
Lori Dobeus & Kristen Schnepf, 33/31, (415) 565-7344, lori@safetyproject.org ..... want 2,4/exp 2,4a,c/offers 2,3,4.  
Rich & Suzi Todd, 44/39, (530) 333-1930 (h), rtodd@calweb.com ..... want 1,4/exp 2/offers 1,2,4, (fire,rescue profs,pilot,nav,paramed,mech,SCUBA).  
Tom & Marti Herman, 53/53, W: (562) 432-5421, H: (310) 832-7700, Cells: (562) 254-1905 or 1906 ..... want 1,2,3,4,5,6 (prefer cat)/exp 3/offers 3,4,5b.

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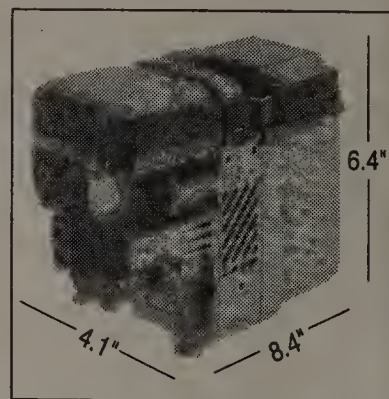
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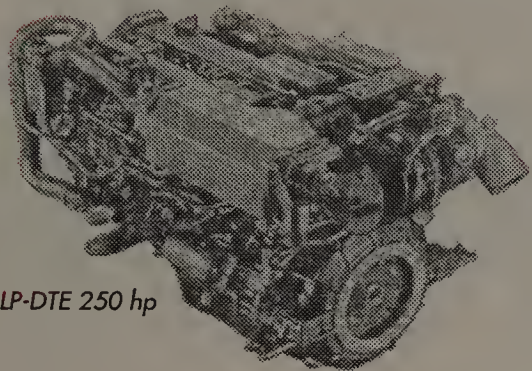


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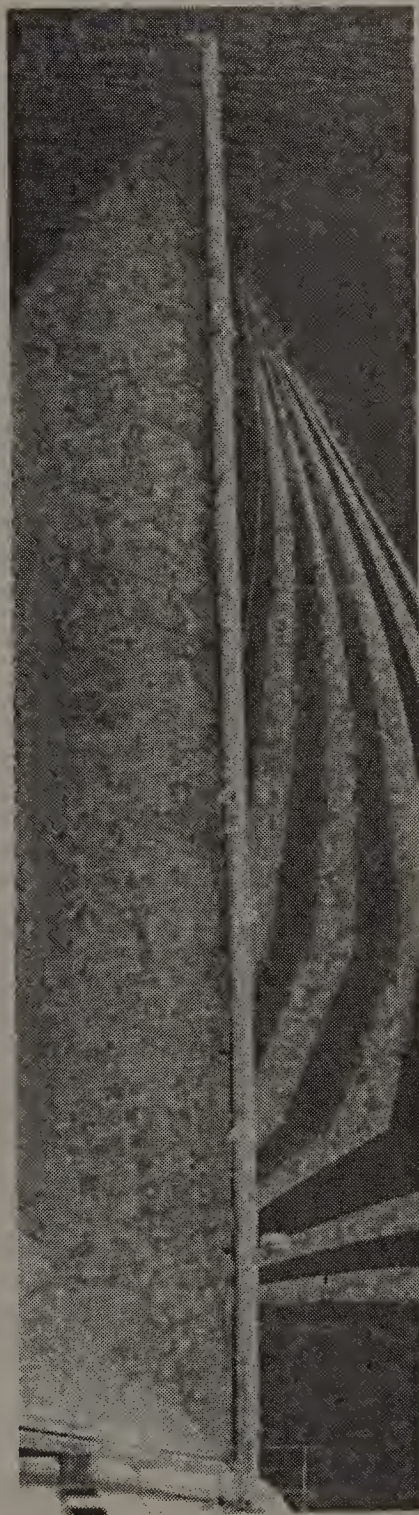
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# VAKA MOANA OCEANE

"Our involvement with the crew of the *Vaka Moana Oceane* and our participation in

canal," chuckled Chris. "While walking along the beach on the way back to the boat, we stumbled upon some local guys who were putting the finishing touches on a 52-ft, traditional Polynesian, ocean-going catamaran. We started chatting, and

soon Sam Pautu, the vessel's main builder and most famous skipper, invited us to lunch. We hit it off — and the rest is history, as they say."

Chris and Gerrie began hanging out with the local shipwrights, occasionally giving them useful advice. *Tahirih* ultimately ended up as 'party-central' for the launching, as well as mother ship during the long-awaited 1,000 mile ocean passage to Tahiti, and later, during the crew's participation in

the Heiva 2000 Festival. The month-long event, held June 28th

20 yards of them at 6 knots, and they started doing their

dances on deck while singing their songs — it was magic, utter

*"We all just sort of became one big family, caught up in the same wild adventure of sailing a traditional catamaran to Tahiti."*

through July 14th this year, is an annual celebration of Polynesian culture that draws proud islanders from throughout the territory as well as hundreds of visiting sailors and land-bound vacationers.

"We acted as their escort craft during the six-day trip," said Gerrie. "And we took three French filmmakers from JFM studios aboard *Tahirih* to record the expedition. Since this was the first ocean-going catamaran built in Ua Pou since 1860, it was really a big thing for the entire island — everyone was really proud to be involved in such a project. Chris and I were thrilled to take part."

"I started out teaching some of them to splice," said Chris, "and was immediately impressed by how hard they were trying to learn traditional seamanship. We all just sort of became one big family, caught up in the same wild adventure of sailing a traditional catamaran to Tahiti."

"I'll never forget one afternoon in the middle of the passage, we were sailing within

traditional Marquesian warrior

magic! Perhaps our proudest moment was during the official



*Chris and Gerrie know that remote landfalls can lead to unanticipated adventures.*

Tahiti's Heiva 2000 Festival was totally unexpected," said Chris Blomfield-Brown of Bainbridge Island, Washington. "And, thus far, it has been the highlight of our circumnavigation."

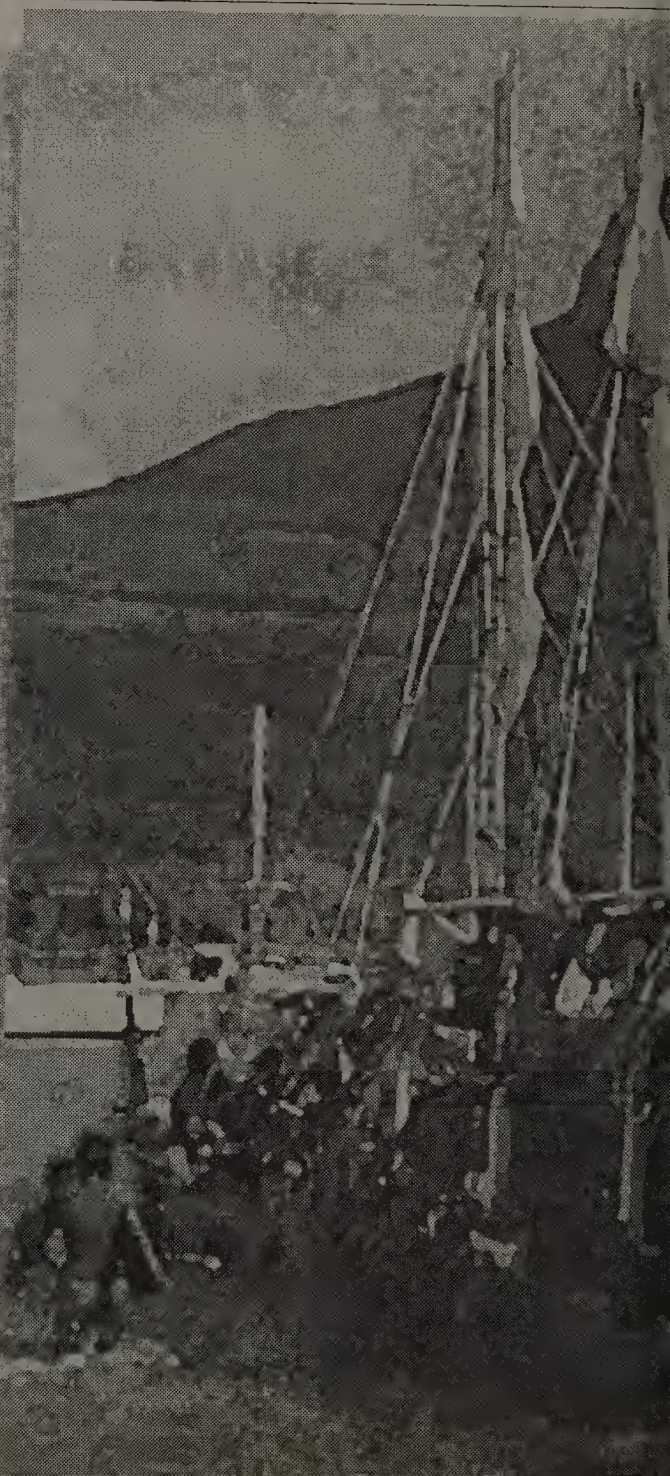
Chris and his wife Gerrie recently pulled into tiny Ua Pou in the Marquesas aboard their ketch-rigged Hardin 45 *Tahirih* — primarily to find a dentist.

"We were lucky, and immediately managed to trade a bottle of cheap rum for an excellent root

*Luckily, there was no shortage of strong bodies when it came time to launch 'Vaka Moana Oceane'.*



ALL PHOTOS FATTY GOODLANDER





# — POLYNESIA'S CULTURAL RENAISSANCE

Welcoming Ceremony in Tahiti when the crew referred to us as their 'sailing brothers' aboard *Tahirih*, when speaking to the President of French Polynesia, Gaston Flosse."

Needless to say, the building of the *Vaka Moana Oceane* was not without



Midway through the crossing, the crew broke into their warrior dance within sight of Chris and Gerrie.

problems or controversy. Its builder, Sam Pautu, was the only

member of the construction crew with offshore sailing experience. He'd sailed/rowed a large outrigger canoe from Ua Pou to Hawaii in 1995.

The first time the crew attempted to sail the *Vaka Moana Oceane*, it filled with water and nearly sank! The second time they took it offshore, the main steering oar snapped — and they decided to add centerboards to the hulls to increase lateral resistance.

During their final 'shakedown' voyage, the crew didn't exactly work together seamlessly — and they ate all the food for the 3-day passage before noon on the first day. Even worse, when some of the crew entered a local hour-long rowing race in a borrowed canoe — they got lost and were forced to spend almost 24 hours at sea.

"So some of the other islanders doubted that they could pull it off," noted Chris. "But, eventually, the people of Ua Pou came around and rallied behind the effort. There were hundreds of people at the launching — with

much singing, dancing and blessing. Almost everyone on the island joined in, and all the school children came down to the beach to see us off. Each hull of the catamaran had its own unique, locally-made Tiki, and a local artist painted a magic dolphin on the side."

Chris and Gerrie played a number of different roles aboard *Tahirih*. "First off, along with a French racing sloop named *L'Australe* which joined us at the last moment, we were their offshore safety net in case of trouble," said Chris. "We also acted as their communication clearing

Gerrie, "we had good weather except for the last stormy day."

It was all worth it in the end. On June 28th, at 10 A.M., the *Vaka Moana Oceane* sailed into Papeete Harbor amid much gaiety and fanfare — including a giant ship's parade, hundreds of native dancers lining the shore, an equal number of Polynesian singers filling the streets — even a generous welcoming speech by the Minister of Culture.

"We ended up being involved in nearly all the aspects of the Heiva festivities," said Chris. "The guys would often hang out on our boat — practicing their songs and traditional



Dance rituals date back centuries in Polynesia. Events like Heiva are meant to insure that they are not forgotten.

house — with the help of Captain Jim on the sailing yacht *Jubilum* in Papeete. Finally, we managed to transfer the French film crew back and forth many times in mid-ocean via our inflatable — that was the trickiest part, for sure."

"Luckily," added

dances. We'd eat together and go to all the parties as a group."

Of course, the arrival of the *Vaka Moana Oceane* made this year's Heiva Festival in Tahiti even more special — especially from a marine perspective.



LATITUDE GRAPHIC/ANNIE FROM GOODLANDER PHOTO



# VAKA MOANA OCEANE

"The Heiva Festival is at the very heart of French Polynesian culture," said German sailor Christian Uehr of the Jeanneau 44 *Subeki*. "Like most South Pacific cruisers, we made a point to be here for the month-long party. In fact, our daughter Bettina joined us in Papeete for the grand finale!"

Uehr was not alone. Over a hundred vessels from around the world converged on Tahiti for Heiva 2000. Most anchored off Maeva Beach along the northwest coast, but many went stern-to along the recently refurbished Papeete waterfront. (Yachts can now lie stern-to along Boulevard Pomare from the

cruise ship dock in the east, past the large pink Protestant church, all the way to the brand-new Territorial Cultural Center in the west called To'ata Tahua.)

**T**he Heiva Festival is more than just a party," reflected Thera Medcof of *Lorcha*, a 28-ft junk-rigged boat from Canada. "People come from all the French islands — the Marquesas, Tuamotus, Australs, Gambiers and Society — for the month-long cultural celebration. There's dancing and singing, sports — even agricultural and

artist fairs. It goes from sunrise to... well, sunrise!"

"Each island sends

spectacle' — which really was!"

"There was a whole lot of

*"The Heiva Festival more than fulfilled every grass-skirt fantasy I've ever had."*

their very best performers," said Joshua Sutherland, also of *Lorcha*. "We were stern-to the Papeete waterfront for a week, and could hear the music, drumming and dancing every night. Finally, we couldn't help ourselves, and we tapped into the ol' cruising kitty for some tickets to the 'grand

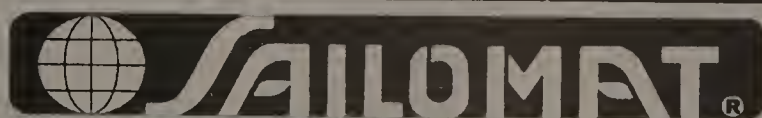
butt-shaking going on!" said David Jensen of Boston, who flew in for the mega-party and joined us aboard *Wild Card* (our Hughes 38 of St. John, USVI). "In fact, the Heiva Festival more than fulfilled every grass-skirt fantasy I've ever had."

"The traditional dancing was absolutely fantastic," said

Swedish sailor Bo Rellmar of the 38' double-ender *Liselotte*. "We specially went to see the Marquesian dance from Ua Pou — which was one of our favorite islands there far. They put on a truly spectacular show."

Ua Poa's participation in Heiva was limited merely to the crew of the *Vaka Moana Oceane*. The island sent almost a hundred dancers, singers, drummers, musicians, artists, sportsmen to Tahiti out of a population of around 1,000.

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**"T**he Heiva Festival is often thought of as a giant party," remarked an Ua Pou leader/teacher/poet/priest who is known throughout French Polynesia as Big Ben. "But it is much more important than that. It is a time when all the islands come together and exchange ideas, opinions, innovations, dreams and accomplishments. Through our traditional games and contests and sports we test and challenge each other during Heiva in Tahiti. At the same time, we teach and we learn. That's the real value — to bring us



*As if tattoos weren't enough, the dancers' traditional costumes were elaborate — including grass skirts.*

together as a people." "That's why we send so many people to Heiva from the Marquesas," said Rataro, a popular singer/songwriter from Ua Pou who also happened to be a crew member aboard the

island's catamaran. "And that's why we built the *Vaka Moana Oceane*. She is not just a boat, she is a symbol of the cultural rebirth of the Marquesas!" "The Gods were with us," said Kany

Ohotoua, another *Vaka Moana Oceane* crew member (and the brother of Rataro). "We hit a bad 40-knot storm near the end of our passage, and we were not sure if we were going to make it."

"Our warm welcome into Papeete was very nice," agreed Rataro. "Especially after the storm. And now Ua Pou, which has always been noted for its singers, dancers and wood carvers, will also be known for its sailors and boatbuilders. That's the important thing. It isn't just our accomplishment — it is the accomplishment of our people!"

— **fatty goodlander**  
*wild card*

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# ONE DESIGN 35 NATIONALS

The third annual One Design 35 Nationals, held on the Berkeley Circle on September 18-20, was, in a word, extreme. The competition among the 18 boats was extremely fierce, the race management and hospitality of host San Francisco YC was extremely fine, and the weather was extremely perfect for sailing. It also blew extremely hard the last day, and when the smoke cleared, the winning boat was named — what else? — *Extreme*.

But let's back up and start from the beginning. The relatively new 1D-35 class, now in its third full season, is the result of a collaboration between designers Nelson/Marek (San Diego), builder Carroll Marine (Bristol, RI) and the One Design LLC (Annapolis). The latter is the 1D-35's management group, originally created by the DeVos family (of *Windquest* and Amway fame) to run the highly respected, but recently disbanded, 1D-48 class.

The new boat that this triumvirate came up with is pretty special. It's the liveliest 35-footer imaginable — powerful upwind, and, thanks to a penalty pole and big kites, an absolute rocketship downwind. Like other modern racers, the 1D-35 is beautiful in its simplicity — no runners, no overlapping jibs, not even a standing backstay (instead, it employs a hydraulic headstay and radically swept back spreaders). There are also strict one design rules controlling sail purchases, drivers (only owners or Category 1s), crew weight (1,400 pounds, with the owner only counting half his weight if he or she steers) and number of industry professionals al-

ALL HEAD SHOTS LATITUDE/ROB



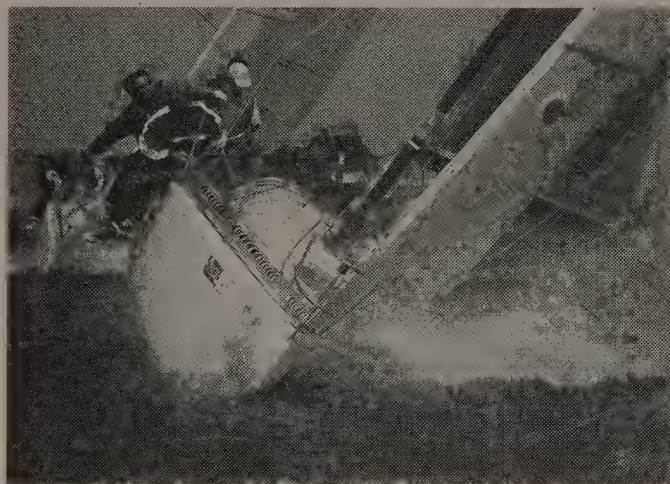
From left, third place finisher Kara Zylstra (*'Wild Thing'*), runner-up Bob Hughes (*'Heartbreaker'*) and overall winner Don Cheresh (*'Extreme'*).

6,550 pounds), and the class has an active nationwide travelling schedule. In spirit and design, the 1D-35 isn't too different from a Farr 40 — though on the race course, the boat feels more like a Melges 24 that's been eating meat and pumping iron. "The biggest difference is that the Farr 40s are catching sled owners and IMS owners on the way back down," claimed N/M's project manager on the 1D-35, Greg Stewart. "We're catching owners on the way up from smaller one designs."

The 18-strong fleet of 1D-35s came from far and wide for the Nationals: about a third were from the Great Lakes (which is currently spawning the hottest boats), a third from up and down the East Coast, and another third from San Diego. Just two boats hailed from the Bay Area, Don Payan's *Rigel* and Bill Wright's new-to-him *Zsa Zsa* (ex-*Canvasback*). The former has spent most of the summer racing in San Diego, while the latter has been campaigning a bit back East and was making her local debut in the Nationals.

Almost every boat in attendance was equipped with a 'brand name' (read: paid) tactician, new sails and an enviable race record. Of the 45 1D-35s built to date, these 18 are prob-

ably the most active and, accordingly, best sailed. With the six-regatta season coming down to the last two events — the heavily-weighted Nationals (counting 50% more) and the Big Boat Series — the owners were pulling out all the stops. "Any of a half dozen programs could win," claimed



On the layline — In this much wind, everyone took 'I' flag penalties (4 places) rather than do a more risky and time-consuming 720.

lowed (just three).

It's relatively affordable (about \$200,000 all up, basically half the sticker price of a Farr 40), it's trailerable (just

ALL ON THE WATER SHOTS BY WWW.WALTERCOOPERPHOTO.COM

class coordinator Dobbs Davis prior to the event, rattling off *Extreme*, *Heartbreaker*, *Widowmaker*, *Wild Thing*, *Joss* and *Windquest*. "It just depends who's 'on' when the game starts."

*Widowmaker* was the last boat to have been 'on', winning the 22-boat (the largest gathering of 1D-35s to date) Great Lakes Championship in August. Three other boats struck gold at the previous



## — TOTALLY EXTREME



**'Avalanche' rumbles downhill on the third day. This is before it got windy.**

season counters: *Heartbreaker* won at Key West (21 boats), *Extreme* at the Annapolis NOOD (16 boats), and *Victory* at the Newport Gold Regatta (16). *Heartbreaker* came into the Nationals leading the 2000 championship season overall, followed by *Joss* and *Smiling Bulldog*.

*Extreme*, owned and sailed by Don Cheresh of Holland, MI, was the defending National champion. Tactician Terry Hutchinson was added to the *Extreme* crew this year, bringing along his bag of tricks as well as prior experience on *roXanne*, which won the inaugural Nationals. The *Extreme* team arrived early, and looked sharp in winning the weekend's tune-up regatta, the Quick Boat Series.

**T**he Nationals began on Monday, September 18, as the Bay Area sweltered in a record-breaking heat wave. The Berkeley Circle was as flat as a pool table that morning, and the big breezes that the 1D-35 crews had eagerly anticipated (or perhaps dreaded) all summer were sorely missing. "We came 3,000 miles for this?" groaned builder Barry Carroll. "It



# ONE DESIGN 35 NATIONALS

looks like Long Island Sound out there!"

Fortunately, after a two hour postponement, the wind suddenly piped up at about 15 knots. Principal Race Officer Hal McCormack was soon reaching for his shotgun to start the first of the Nationals' eight multiple-lap windward/leewards (a scheduled 'Bay Tour' race was voted down by the out-of-towners). Three races later, in winds that built steadily to 20-25 knots, the handwriting was on the wall — Cheres's *Extreme* not only took three bullets, they led at each and every mark! "The guys did a great job of helping me get off the starting line," claimed Cheres, a low-key and modest lifelong sailor.

The *Extremists* picked up where they left off the next day, winning the first race on Tuesday. *Rigel*, with Dee Smith calling tactics and Pete McCormick on the main, came in a close second — their best race of the series. Bob Hughes' *Heartbreaker*, with '97 Rolex Yachtsman of the Year Chris Larson calling the shots,

from the lead two or three boats that get punched out, it's less than a boatlength between fourth and fourteenth places!"

By the end of the day's three races,

*Extreme* had amassed a 1,1,1,1,4,1 record, good for a 15-point cushion over *Heartbreaker*. It was the kind of scrappy, hand-to-hand combat day where some boats

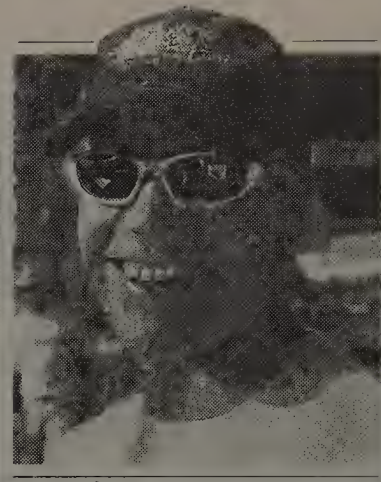
at up the leader — *Windquest* and *Rigel* — out of the pack for third and of the with *Wild* — and oth-

ch as 27- — Garth — down- — big moves — at the mark — Smith: "You — a few — downwind, — playing on — time."



Bill Wright ('Zsa Zsa') and Don Payan ('Rigel')

Dennis' Smith — ward in a big — were made do — roundings, — on — worked really — boatlengths up — you could make — a plane or by j —



ALL ON THE WATER SHOTS BY WWW.WALTERCOOPERPHOTO.COM

11 a.m. start for the first time, with the anemometer dancing around 25 — approaching 'survival mode' for the tippy 1D-35s. By the next (and final) race, *Joss* had already withdrawn and two more boats (*KT's Choice* and *Center of Gravity*) also packed it in, leaving 15 boats to deal with winds pumping to an honest 30 knots. Boat after boat wiped out downwind, and the fleet was soon splattered all over the Berkeley Circle — a complete "yard sale", in the parlance. Just one boat, Kara Zylstra's *Wild Thing*, pulled off the jibe and carried their kite all the way on the downwind leg of the single windward/leeward race, planing wildly from tenth at the windward mark to first at the leeward gates. That gutsy bit of sailing earned them the final bullet of the series, one of the few that *Extreme* didn't hoard.

Cheres and his *Extreme* 'dream team' survived a protest scare from *Heartbreaker* (it was filed but subsequently withdrawn, an act of sportsmanship on Hughes' part), winning the series with a 1,1,1,4,1,2,8 tally. *Heartbreaker* pulled closer on the strength of a 1,3 day, but fell nine points short to finish second. *Wild Thing* — with driver Brian Camet, main trimmer Chris Busch, and tactician Benny Mitchell — came in a distant third, just ahead of *Windquest* and the late-surg-ing *Northern Bear*.

"I'm very proud of the *Extreme* crew for

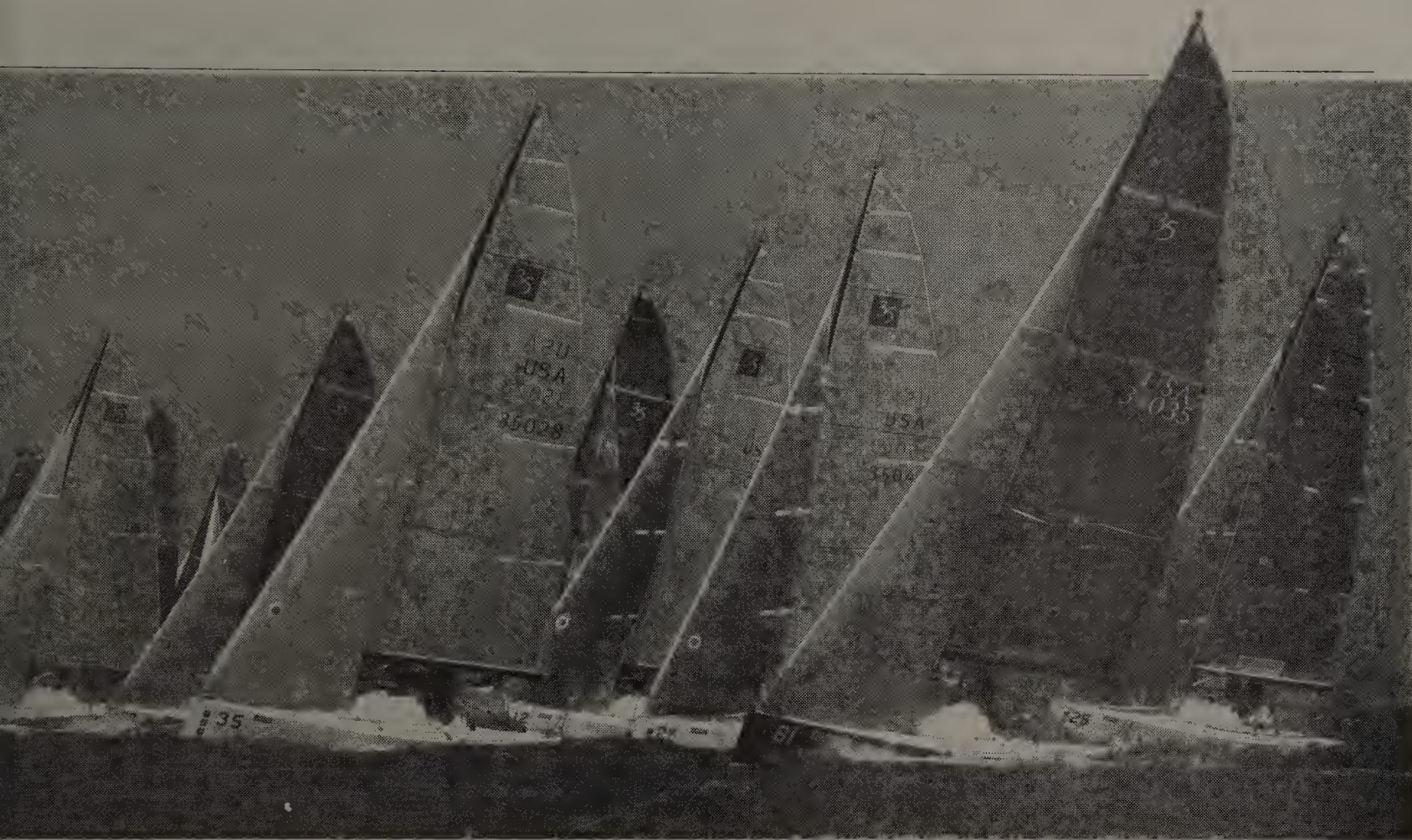


Whooooaaa! 'Kaizen' owner Fred Howe, who also owns the SC 52 'Warpath', performs a quick wind check. He wasn't the only one!

On the third and last day of the regatta, the heat wave finally broke. The fog and the wind returned with a vengeance, seemingly intent on impressing the visitors. The racing began at the scheduled

stumbled to tenth in that race, their worst showing. The winds were moderate (12-20 knots), making this more of a tactical day than a boathandling day. "This is the closest regatta I've ever sailed in this class," claimed *Tabasco* owner John Wylie. "In many of our events, we have A, B and C fleets, but not in this one — aside





*'Widowmaker' takes the boat end, 'Smiling Bulldog' (bow number 81) the pin, and 'Wild Thing' (35) appears poked out in the middle. Inset, top pro Terry Hutchinson of 'Extreme'.*

staying focused and pulling me through this tough regatta," said Cheresh. "We were pushed hard all week by *Heartbreaker*, and I have to congratulate them, too, for sailing a great regatta."

Our local duo, *Rigel* and *Zsa Zsa*, ended up sixth and thirteenth, respectively. The wheels fell off the *Rigel* program on the last day, as they stumbled

the starting line after being called over early in the first race of the day, the mainsheet caught his head as the boat crashed through their jibe. The impact left a huge rope-burn on his neck and flattened him into the cockpit, leaving him face down and unconscious.

With their leader bleeding from the temple and out colder than a door knob, Smith took over and called for the jib down, the motor started, and hailed the

**Men behind the curtain, from left — West Coast dealer Chris Busch, N/M rep Greg Stewart, measurer Jim Andersen, bullder Barry Carroll, and class coordinator Dobbs Davis.**

"What the #%&@\* are you guys doing?" he shouted. "Turn the damn engine off! Get that jib back up! We came here to race — let's go!" *Rigel* returned to the race track hopelessly behind the fleet, only to be hampered by a malfunctioning spinnaker pole. Payan, without sunglasses and looking like he just went 15 rounds with Mike Tyson, resolutely picked off two boats anyway. Things didn't get much better for *Rigel* in the last race, either.

"It was a pretty bad day, but at least we were contenders," said Payan, who also sails an Etchells on the East Coast. "This

was a great regatta both on and off the water, a real class act. Everyone is really competitive on the race course, but couldn't be friendlier ashore — just the way it should be."

With his mission accomplished, Cheresh returned to Michigan immediately after the

Nationals to tend to business. *Rigel* was also put away, likewise due to work conflicts. The 16 other 1D-35s took a well-earned layday on Thursday (Bud Stratton



through a series of disasters that earned them a pair of lowly finishes. Owner Don Payan, while disappointed, was probably just glad to be alive — upon returning to

race committee to get medical attention. About a minute later, with an on-scene EMT already closing in on *Rigel* in an inflatable — Payan suddenly woke up.



# ONE DESIGN 35 NATIONALS

of *KT's Choice* organized a winery crawl up in Napa) before joining the much lighter-air Big Boat Series for its final three days. *Heartbreaker* won the BBS, in the process taking the season championship by a quarter point over *Extreme*.

To learn more about this year's excellent Nationals and 1D-35s in general, check out [www.onedesign35.com](http://www.onedesign35.com). Better yet, call West Coast dealer Chris Busch in San Diego to arrange a test sail. The 1D-35 is an exciting design, backed by a great class organization, and it could conceivably fill the gap that currently exists in California between J/105s and Farr 40s. It's a cool machine — arguably more 'extreme' to sail than either of those other two designs — and we'd like to see more 1D-35s on the Bay in the future.

— latitude/rkm

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**Wright stuff** — 'Zsa Zsa' skids into a leeward mark. This is Bill Wright's 'travelling boat'; his other boat, 'Sundog', is for local PHRF racing.

1) **Extreme**, Dan Cheresh/Terry Hutchinson, Holland, MI, 19 points; 2) **Heartbreaker**, Robert Hughes/Chris Larson, Ada, MI, 28; 3) **Wild Thing**, Kara Zylstra/Benny Mitchell, Coronado, CA, 50; 4) **Windquest**, Dick & Doug DeVos/John Bertrand, Grand Rapids, MI, 54; 5) **Northern Bear**, Stephen Pfeifer/Mark Ploch, Cedarburg, WI, 66; 6) **Rigel**, Don Payan/Dee Smith, Hillsborough, CA, 73; 7) **Smiling Bulldog**, Garth Dennis/Rich Feeney, Ithaca, NY, 77;

8) **Tabasco**, John Wylie/Rick Merriman, San Diego, CA, 77; 9) **Widowmaker**, Nick & Tina Worth/Brian Bennett, Norfolk, VA, 80; 10) **Victory**, Buddy Cribb/John Kolius, West Palm Beach, FL, 82; 11) **Joss**, Owen Kratz/Kimo Worthington, Houston, TX, 85; 12)

**Koinonia**, Doug Ament/Steve Reed, San Diego, CA, 85; 13) **Zsa Zsa**, Bill Wright/Seadon Wijsen, Larkspur, CA, 87; 14) **Avalanche**, Sledd Shelhorse/Larry Leonard, Virginia Beach, VA, 100; 15) **Kaizen**, Fred & Stephen Howe/John Stewart, San Diego, CA, 101; 16) **Avanti**, Frank Schinco/JB Braun, Frankenmuth, MI, 108; 17) **KT's Choice**, Bud Stratton/John Wimer, San Diego, CA, 115; 18) **Center of Gravity**, Johnson & Lehman/John Gladstone, Gilbert, AZ, 116.

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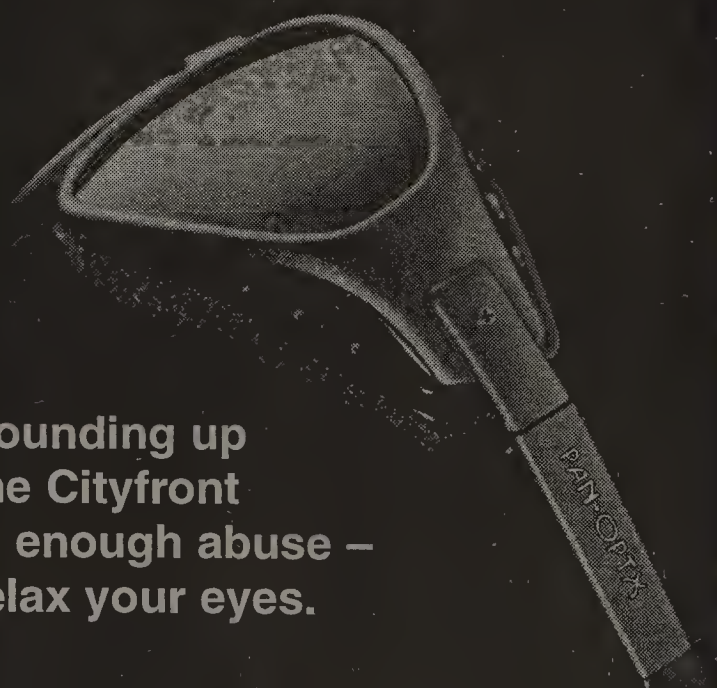
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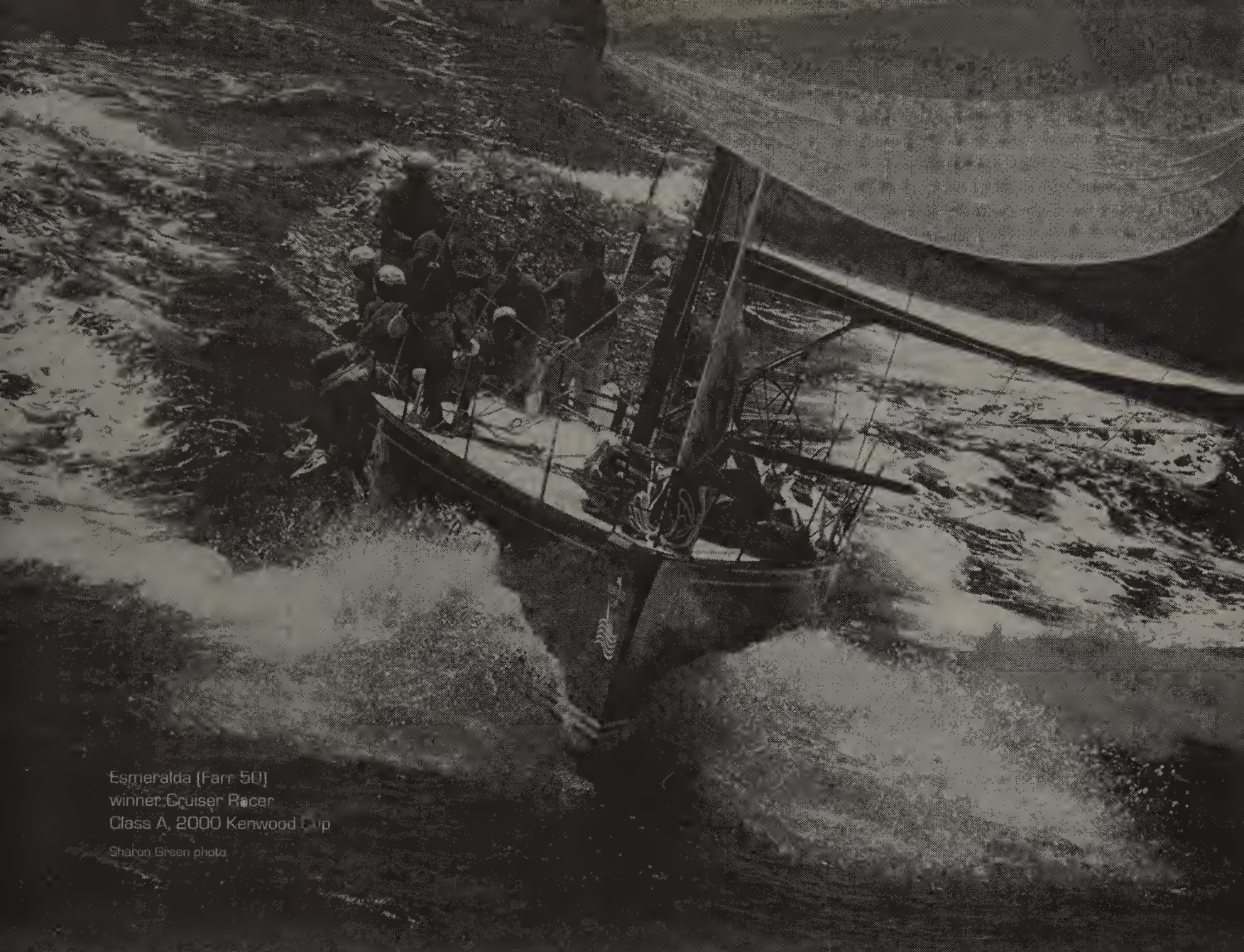


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"OW!" I screamed, then cursed under my breath as the dock box lid slammed shut on the back of my head. For a second I saw stars. It had happened countless times before, and would happen again. I should know better than to leave the lid unsupported like that when the wind's blowing, even if it does seem to stay up by itself most of the time. My dock box lid has it in for me — it will always decide to blow shut just when I'm bending over and reaching in for something way down at the bottom.

But the bump on the head was only a minor distraction. I was on a mission: For over a decade, there had been a small piece of joinerwork missing from the edge of a countertop in the cabin of my boat. It never really matched the rest of the wood trim, and I had taken it off so that I could refinish it properly at home. Twelve years later I was finally ready to re-install the little piece of wood trim. Only one detail was holding me up: the fasteners. I was certain that I had put them in a small plastic container, which I had dutifully labeled "joinerwork fasteners," and stashed them safely in the dock box.

At least I thought I was certain. I groped down through the Pleistocene layer, was rapidly approaching the Mesozoic, and hadn't seen a trace of the fasteners in question. Just one lone screw that looked like it would fit, but no sign of that plastic box. On the other hand, the bottom of my dock box was turning out to be a gold mine of other valuable parts and long-lost tools.

"Ah, the half-inch Forstner bit!" I exclaimed out loud after my next dive into the lower reaches of the box. "This has been missing for years. Now I can add that extra hatch dog and fix the leak in the midships hatch once and for all."

That is, if I could find the hatch dog. It had to be in here somewhere. Maybe it slid into one of the corners of the triangular box. . .

Time to empty the box completely.

Out came the big red toolbox labeled 'electrical,' the gray toolbox labeled 'cruising tools,' the clear plastic jars for quarter inch, #10 and #8 machine screws, the round Tupperware container with hex nuts and washers, the canvas bag with the electric drill, jigsaw, hot knife, and extension cord. . .

A paper bag looked promising — about the right size for the missing hatch dog.

But inside I found 16 inch-and-a-half oval head #10 machine screws, with nylox nuts and flush washers to match. Obvi-

*"Ah, the half-inch Forstner bit. This has been missing for years. . . ."*

ously they had all been purchased for some specific project that I never got to. But what was it? Should I dump them into the big jar of #10 parts, or leave them in the brown paper bag in case I ever found the part that these fasteners were supposed to be used for?

I threw the bag back into the dock box and kept digging. Another promising bag — no, it was a piece of hardware packed in shrink-wrap. Suddenly, I sensed motion above me, and heard a hinge creak. I tried to protect my head, but was a fraction of a second too late. . .

Whack! This time it caught me a little to the side. I could hear birds chirping, and this time I cursed out loud.

Reaching into the dock box again with one hand — the other holding the lid up — I pulled out the piece of hardware. Turning it over I found that it was a swivel cleat and fiddle block unit. It was brand new, still sealed to the packing material, from at least five years ago. It was going to be for a preventer tackle that I never set up. The price tag was still on it: \$84. I shrugged and tried to remember when the marina would be holding its next flea market.

I pulled out some more odd boat parts: old bits of T-track, broken blocks, cleats that had been replaced, then found a plastic bag with a small rubber ring inside it.

"The O-rings!" I gasped. "These have been missing for years! Now I can fix that annoying drip in the galley hand pump."

This would be quick and easy. All I had to do was pop off the galley pump, put in the new O-ring, and thread it back in. I jumped back aboard my boat, opened the door to the cabinet under the sink, and remembered why I hadn't done the job when I had first bought the O-ring: I didn't have the right size wrench.

"Ah, no problem," I thought. One of my dock neighbors is always working on his boat on weekends, and he had every kind of tool imaginable. I took a quick measurement, and set off down the dock to borrow the tool I needed.

True to form, my friend was happily touching up his brightwork with a foam brush and a small can of spar varnish.

"Say, could I borrow that extra big

crescent wrench of yours for a few minutes?" I said after complementing him on his varnish technique. This particular boat-owner is a British sailor right out of Central Casting, and just being in his presence somehow evokes a more formal kind of speech.

"Right, please do," he answered without looking up. "It's in the tool bin under the port settee. And remember to take your bloody shoes off this time."

If the exterior brightwork of this boat was good, the interior was phenomenal. It was like being inside a piano, the details of the woodwork were that perfect. I found the tool I needed, right where it belonged, and stepped back to the dock. I sat on a big round Flemish coil of extra dockline while I put my shoes back on.

"Thanks much," I said. "Sure appreciate it. And now I see what a Flemish coil is good for, too."

"My good man," he said. "Flemish coils are of the utmost importance."

"Really? My crew's been giving me a hard time about any circular coil. They insist on figure-eight coils, especially with modern rope construction, which is very stiff in torsion."

"Do go on," he said, still without looking up from his work.

The theory is that whenever you have a circular coil," I continued, "each coil has to result in one 360-degree twist of the rope when it pays out. Traditional twisted three-strand uses this torsional stress to hold together. But braid, especially modern low-stretch sheets and half yards, really need to be treated like garden hose or electrical cable. No circular coils allowed on my boat. Since we've made the change, we haven't had a single hockle ruin a tack or a douse."

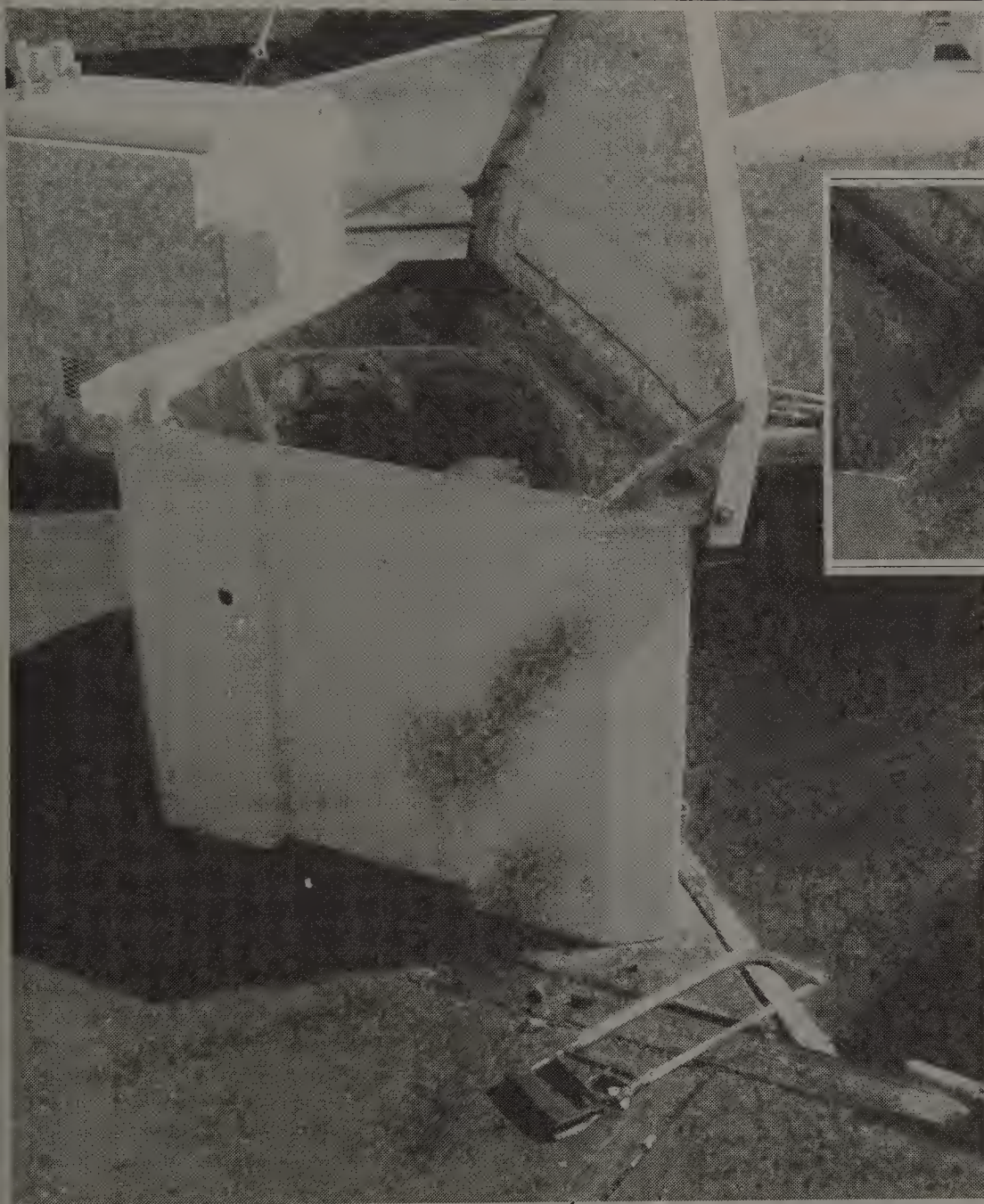
"You miss the entire point of a Flemish coil," he said.

"I guess so," I admitted. "Usually they're only made by novice guests who are trying too hard to do something useful when the boat's being put away."

"Ah, but the symbolism. The Flemish



# TAKES HIS LUMPS



"Of course," I said as I handed her all my keys, isolating the dock and bathroom key that she'd need.

"Thanx much!" she said. "And like, you realize that this cute little float shaped like a channel marker will only hold up two of these keys, even in salt water. There must be like 20 keys on this ring."

"Did you ever drop one in to find out?" I asked.

"No way, but like, it's easy to calculate.

Be right back!"

As I finished taking off my tiller, it occurred to me that the Brit down the dock might also have the fasteners I needed in his large and well-organized collection of spare parts. Didn't hurt to ask, anyway. So I put the one right-sized fastener into my pocket as a sample, put my own crescent wrench back in the 'cruising tools' box where it belonged, and put the toolbox back in the dock box while being sure to hold the lid up with the other hand. That was easy to remember to do as long as I was still feeling a throbbing pain on the top of my head.

But I noticed something else in there that I hadn't seen for a while. It was a small bottle of liqueur, given to me a couple of years ago by a visitor from Finland who I had taken out sailing. He had warned me to "dilute it with vodka." It would be a perfect gift for my very patient friend down the dock.

"Oh, yes, I remember this," he said with delight when I offered him the bottle.

Then I asked if by chance he might have some extra wood screws of a certain size in his dock box.

"Heavens no!" He exclaimed. "My dock box is strictly for brewing beer. And I must say it's not bad, not bad at all. Very constant temperature and humidity, you know. Oh, the fastener collection is under the starboard settee, please help yourself."

Having bought free access to the most extensive collection of nuts and bolts this side of the chandlery, I found the exact fasteners I needed with no trouble at all. And, he offered to finish off my tiller along with his own brightwork, an offer I gratefully accepted after he explained that it would need at least four coats with a

coil is a door mat. It means the boat is tidied up, put away, ship-shape, and guests are welcome."

"A welcome mat," I said. "I never knew that, but it makes sense. And thanks again for the wrench."

But I had another idea — as long as his welcome mats were out and his varnish can was open.

"Do you suppose I could swipe a couple of drops of varnish? My tiller could use about four brush strokes, and I hate to open a fresh can and waste a brush."

"Please do," he replied. "Happy to help."

So I went back to my boat to remove the tiller — a straightforward operation involving only two large bolts. The big crescent wrench would hold one side, but I needed another wrench for the other side. There was one right there in the bottom of my dock box, and I reached in,

*A five minute solution to a lifetime problem — a simple strut made from scrap wood can tame even the cruelest dock box.*

to grab it. Unfortunately I had no free hand to protect my retreat. . .

Wham!

"Bloody 'ell!" I shouted, temporarily acquiring some of the lexicon of my friend down the dock. I was holding my head with both hands, midway through the profanity when Lee Helm showed up.

"Dock box lid gave you a good pop to the head, eh Max?"

"You might say that," I answered, still wincing at the pain and blinking to make the new constellation of stars go away. "What brings you down to the docks today?"

"Just doing some work on the boat I'll be racing on in the midwinters," she said. "It's like, just for the morning. I'm on a bio-break up to the head. Okay if I borrow your key?"



# MAX EBB

day between each.

"At least that's one item I can check off my list," I thought to myself with some satisfaction as I walked back to my boat, the pleasant taste of a small glass of "Dock Box Bitter" still in my mouth. And I had high hopes of finally getting the galley pump repaired and the joinerwork finished, too.

Lee was waiting for me back at my boat, standing next to my dock box. For some reason the lid was still open.

"Check it out, Max," she said as she pointed to the lid. "A five-minute fix for your dock box lid problem. And here are your keys back."

Sure enough, she had fashioned a little wooden strut, with a slot on each end, to

hold the dock box lid open against the prevailing westerly.

"Hey, that's great!" I said as I took my keys back. "Thanks a lot! I don't know why I didn't make up something like that years ago. Where did you find the wood?"

"It's just a piece of scrap that I found lying around."

It hit me all of a sudden. "No!" I moaned as I took the precious piece of wood out of its position between the rim of the box and the lid, feeling the bevel angle to verify beyond any doubt that it was the same bit of joinerwork I was about to reinstall, after 12 years on the to-do list.

"Lee, there are so many other pieces of scrap in here," I said, reaching in to show her. "Why did you have to choose . . ."

That's when a puff of wind slammed the lid on my head one more time.

*"My good man,  
Flemish coils are of the  
utmost importance."*

"Max," said Lee when I finally stopped cussing, "when there's like, enough wind to blow the dock box closed, you really should be out sailing."

"You're right," I said groggily, this time seeing stars and little birds. I put the keys on the dock box and sat down on the dock to recover. "My maintenance list can wait. Time to go sailing."

"Kewell!" she waved as she headed for the gangway. "I'll see you out there. Wind's almost up enough for my short board."

I sat for another couple of minutes to get my own wind back from that last blow. Then I opened the dock box to start putting things away. Before the lid was even halfway up I heard the terrible and unmistakable sound of my keys sliding off the back of the lid, followed by a small splash.

Lee is absolutely correct. When the wind blows the dock box lid closed, forget the worklist and go sailing.

— max ebb

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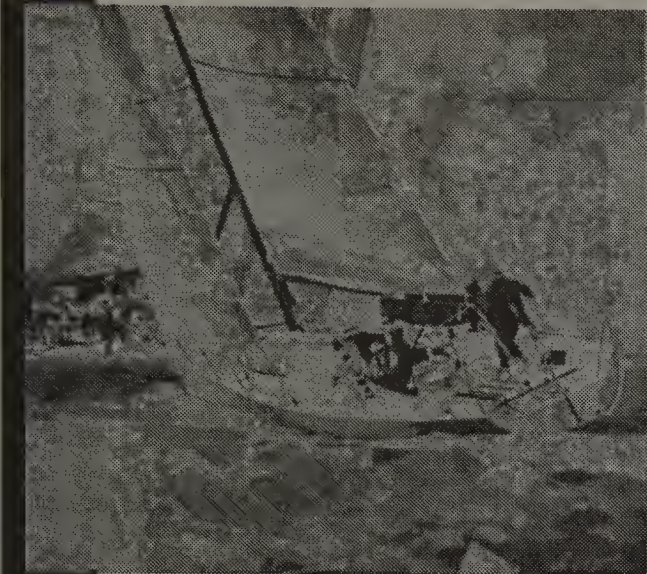
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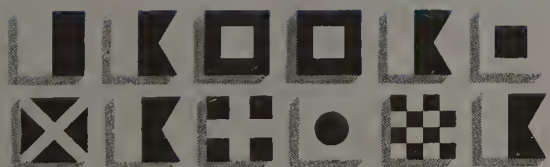
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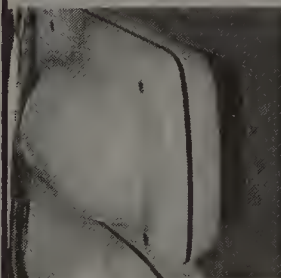


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# THE RACING

**With reports this month on the Etchells World Championship; the windless Windjammers; the newest Iron Man; the SSS East Bay Estuary Race; the Moore 24 Nationals and Dolphin Cup; the Day on Monterey Bay Race; the Quick Boat Series; and the usual assortment of box scores and race notes at the end.**

## Etchells Worlds

Hometown hero Vince Brun and crew, Bill Bennett and Rick Merriman, had the luxury of merely watching the sixth and final race of the SailNet.com International Etchells Class 26th World Championship, held August 24-31 out of San Diego YC. Brun had already sewed up the series with an outstanding 5,1,2,2,3,(75) record — a picture of consistency against a brutally competitive 74-boat fleet.

Brun, who manages the local North Sails one design loft, was joined on the podium by fellow San Diegans Bruce Nelson, who struck silver with crew Jon Rogers and Mike Dorgan, and late charger Peter Isler, who battled back to the bronze with Steve Grillon and Artie Means after opening the series with two mid-pack fin-

San Diego Etchells fleet is by far the deepest and most talented in the world.

Etchells newcomer Peter Vessella was the top Northern California finisher. Sailing with Scott Gordon and Tracy Usher, Vessella got it together near the end, posting a 21,4,(35),22,8,9 series to pull up into the top ten. Ten other members of the San Francisco fleet finished with mixed results, but all agreed that it was a wonderful experience. Conspicuous by their absence was the team of Don Jesberg and sailmaker Dave Ullman, who teamed up for the regatta — but were sidelined when Ullman couldn't get out of jury duty!

The Etchells win is the ninth world championship for Brun, a 53-year-old Argentinian transplant. A perpetual Rolex Yachtsman of the Year candidate, Brun has previously won three Soling Worlds ('78, '81, '83), two Melges 24 Worlds ('98, '99), two J/24 Worlds ('96, '97), and one Star Worlds ('86) — a remarkable record



LATITUDE ARCHIVES

**Invincible sailors — Etchells Worlds winner Vince Brun (above) and the newest Iron Man, Philippe Kahn (right).**

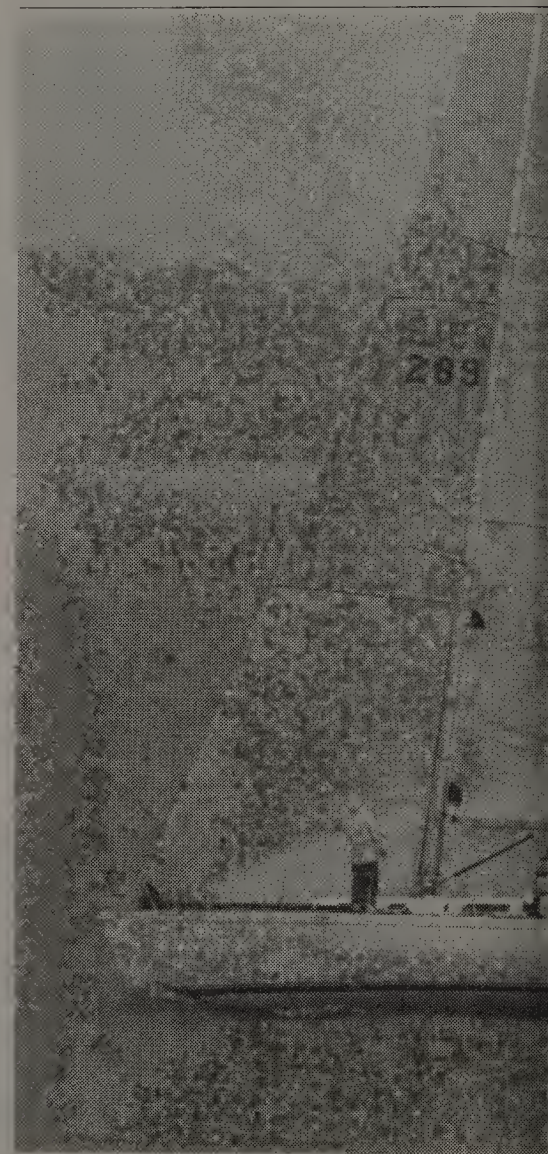


LATITUDE/ROB

ishes. It was a brilliant series for the home team, Etchells Fleet 13, which also produced three more top ten finishers: Brian Camet, Gary Weisman and Dennis Conner. Local knowledge may have played a factor in the final results, but more to the point is the undisputable fact that the

across a wide spectrum of designs. "We put quite a lot of time into it," claimed Brun. "Billy and Rick made this thing happen. . . We were good at changing gears, and never slow."

Check out [www.sailnet.com](http://www.sailnet.com) for pictures, race summaries and full results.



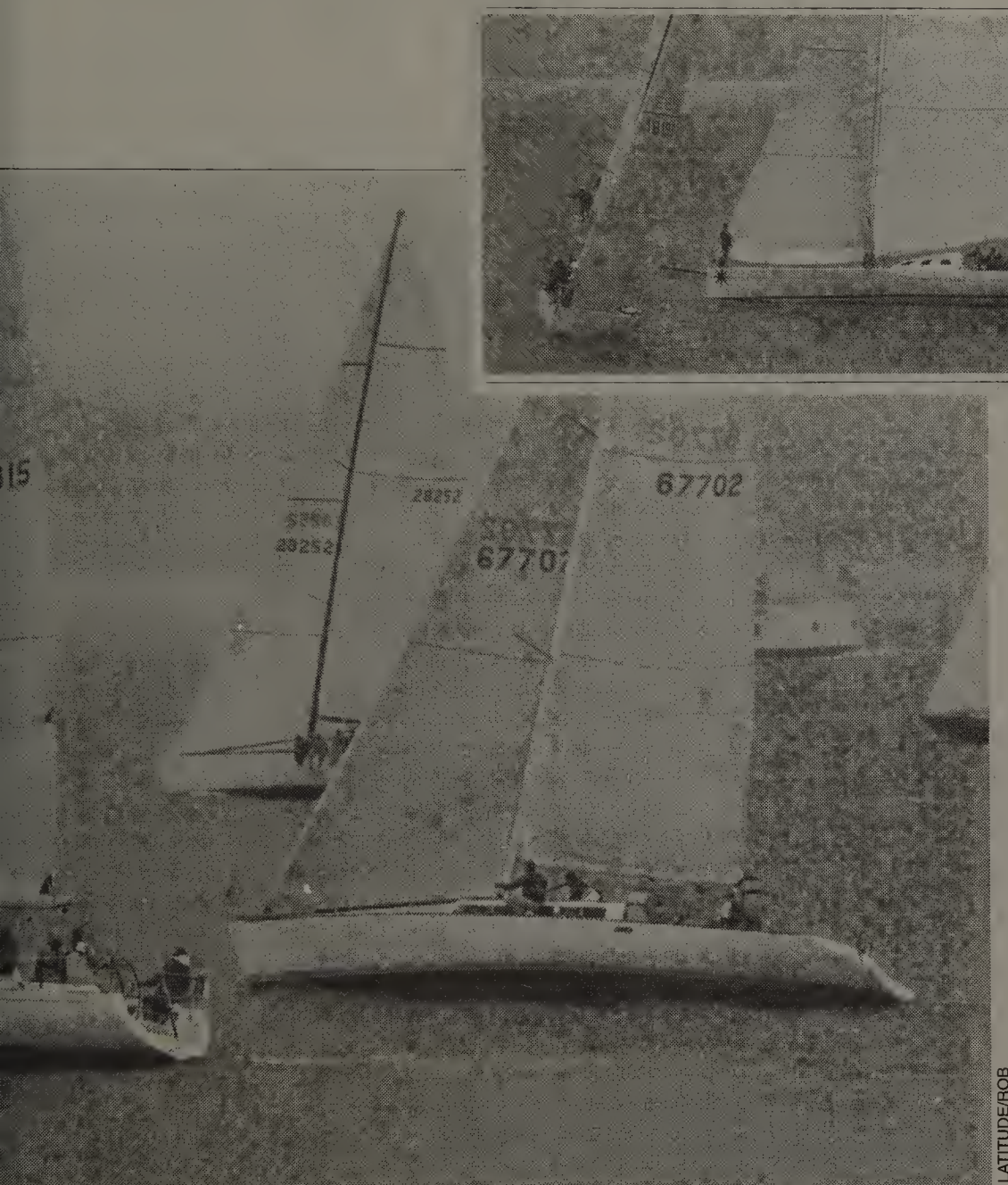
**TOP TEN** — 1) Vince Brun, San Diego, 13 points; 2) Bruce Nelson, San Diego, 24; 3) Peter Isler, San Diego, 35; 4) Roy Gunsolus, Seattle, 40; 5) Robbie Doyle, Marblehead, 47; 6) Brian Camet, San Diego, 50; 7) Gary Weisman, San Diego, 54; 8) Dennis Conner, San Diego, 58; 9) Jud Smith, Marblehead, 62; 10) Peter Vessella, San Francisco, 64. (74 boats)

**BAY AREA BOATS** — 17) Brian Berger; 18) Kers Clausen; 20) Tim Parsons/Bill Barton; 27) Doug Morss/Henry Fischer; 45) Jim Gregory; 56) Bill Dana; 60) Jeff Hager; 66) John Sutak; 67) Vern Neff; 70) Jeff Nehms; 72) Jeff Holder.

## Windjammers Race

Continuing its unbelievable string of bad luck, the 60th (or 59th, depending on who you talk to) annual Windjammers Race — 67 miles from the St. Francis YC to Santa Cruz on Friday, September 1 — was another flop this year. The turnout was down precipitously — just 39 boats, about half of what this supposed downwind sprint usually gets — and the weather was, in a word, lousy. After beating all night in a light and drizzly south-





Gray day at the Windjammers — Above, 'Rosebud' won the SC 52/50 start. Inset, 'Pegasus' port tacks Division 1.

erly, only 11 boats managed to finish.

This was the third year in a row that this Labor Day tradition has faltered: In 1998, only 38 of 80 starters finished a light air, upwind race. Last year was even worse, with just 7 of 67 starters gutting out another drifter. Perhaps remembering the last two races, not a lot of boats signed up for last month's Windjammers — and after word gets out about this latest hate mission, even fewer may see the attraction next year. Does California's three strikes rule apply to ocean races?

Most of the boats that stuck out this year's slat to Santa Cruz were either berthed there or had trailers waiting. First home, at 7:45 a.m., was Philippe Kahn's water-ballasted Open 50 *Pegasus* (ex-*Balance Bar*). Kahn and just five crew spent 20 hours, 40 minutes on the course. Had their race taken any longer, *Pegasus*

would have dropped out, as Kahn and several of his crew were whisked away the moment they hit the dock to sail his Farr 40 *Orion* in that morning's NOOD Regatta. Kahn made the start with minutes to spare, and went on to perform a unique variation on the Iron Man Challenge (see next article).

Pulling in at 8:26 a.m. to claim overall honors was Jack Gordon's SC 50 *Rollercoaster*. Gordon, who moved up to the 50 from his SC 33 about a year ago, sailed with Paul Boone, Tom Garside, Tom Ide, Steve Leddy, Tim McTyghe, Walter Oliveri and Leonard Santana. The crew reported an uneventful *Rollercoaster* ride — all upwind with the #1, with the spinnaker never even making an appearance on the foredeck.

"We're all from Santa Cruz, so we had to go there anyway," said Gordon. "We had no reason to quit. We ended up going farther offshore than most, just keeping the boat moving in the direction it would go

fastest."

At the back of the fleet, two MORA boats — Torben Bentsen's Moore 24 *Csardas* and Mike Warren's SC 27 *Andiamo* — waged a private duel for over 24 hours. "The race took forever," claimed Bentsen. "We were never much more than a quarter mile away from *Andiamo*, which probably helped both of us stay focused on finishing the race. It was closehauled the whole way, though we did get the kite up in the final 330 yards." *Csardas* finished just 18 minutes before the noon cut-off, correcting out over *Andiamo* by about three minutes.

SC 52/50 — 1) *Rollercoaster*, SC 50, Jack Gordon; 2) *Rosebud*, SC 52, Roger Sturgeon; 3) *Emily Carr*, SC 50, Ray Minehan. (5 boats; all others DNF)

DIV. I — 1) *Pegasus*, Open 50, Philippe Kahn; 2) *Kokopelli*, SC 40, Kevin Rooney. (7 boats; all others DNF)

DIV. II — 1) *Enchante*, Beneteau 42, David Jacoby/Rob Barton; 2) *Spindrift V*, Express 37, Larry and Lynn Wright. (10 boats; all others DNF)

DIV. III — 1) *Csardas*, Moore 24, Torben Bentsen; 2) *Andiamo*, SC 27, Mike Warren. (6 boats; all others DNF)

DOUBLEHANDED — 1 boat, DNF

MULTIHULL — 1) *Adia*, Lagoon 37, Peter Lange. (1 boat)

DIV. B (motor allowance) — 1) *Blue Blazer*, Contessa 34, Michael Shiskey. (7 boats; all others DNF)

DIV. B (doublehanded) — 2 boats, both DNF

OVERALL — 1) *Rollercoaster*; 2) *Csardas*; 3) *Andiamo*; 4) *Pegasus*; 5) *Enchante*.

### The New Iron Man

He's big, literally and figuratively. Since rediscovering yacht racing a few years ago, Silicon Valley software magnate Philippe Kahn has been popping up everywhere. He owns more boats (about ten sailboats and a few powerboats) and races more than anyone we know, and also practices almost every day on his fleet of Mumm 30s (his current "favorite boats," Kahn keeps a pair in Santa Cruz and one in Hawaii). After rattling off two deuces in back-to-back major events (Pac Cup on his Andrews 70+ *Pegasus*, and Kenwood Cup on his Farr 40 *Orion*), and then an overall bullet in the local Day on Monterey Bay Regatta on one of the Mumm 30s, you'd think Kahn might be ready to take a little time off. But, no!

Over Labor Day Weekend, he executed a brilliant new twist on the 'Iron Man Challenge', raising the bar forever. After a Wednesday night race on one of his Mumm 30s, followed by Thursday afternoon practice on his BOC 50 *Pegasus* (ex-

LATITUDE/ROB



# RACING SHEET

*Balance Bar*), Kahn raced the BOC 50 in the windless Windjammers, pulling into Santa Cruz at 7:45 a.m. Saturday morning. Kahn and his five-man crew were first in (only 11 other boats in the 48-boat fleet finished), and fourth overall. Then, after a speedy car ride up to StFYC, it was on to the NOOD Regatta aboard his Farr 40 *Orion*. When the smoke cleared on Sunday afternoon, Kahn was second in the 14-boat field, a great showing in this brutally competitive fleet.

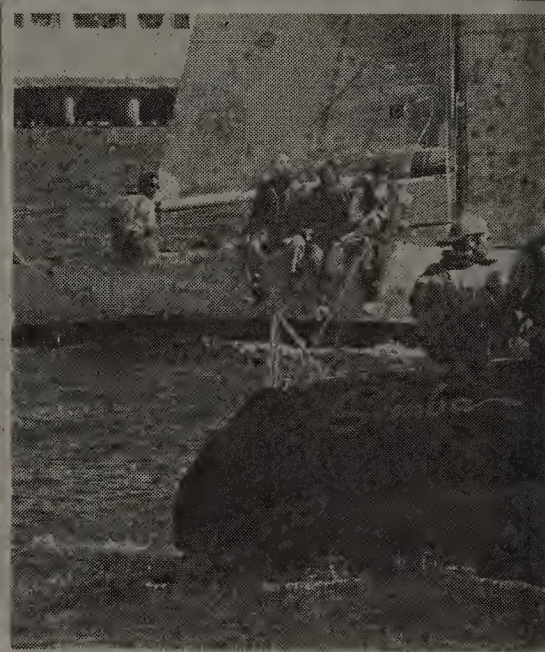
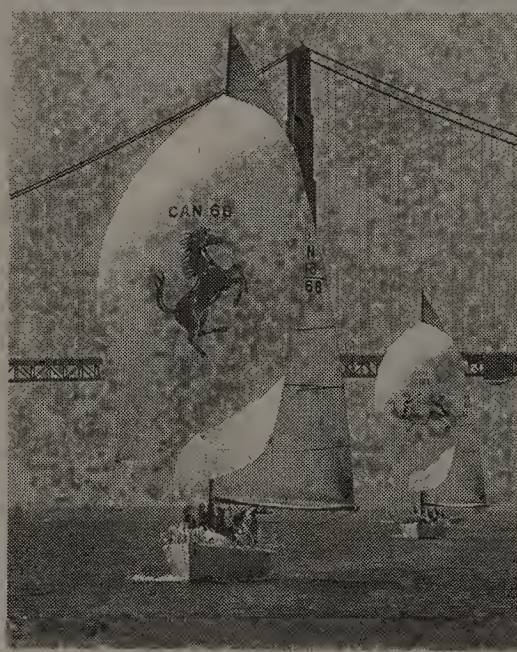
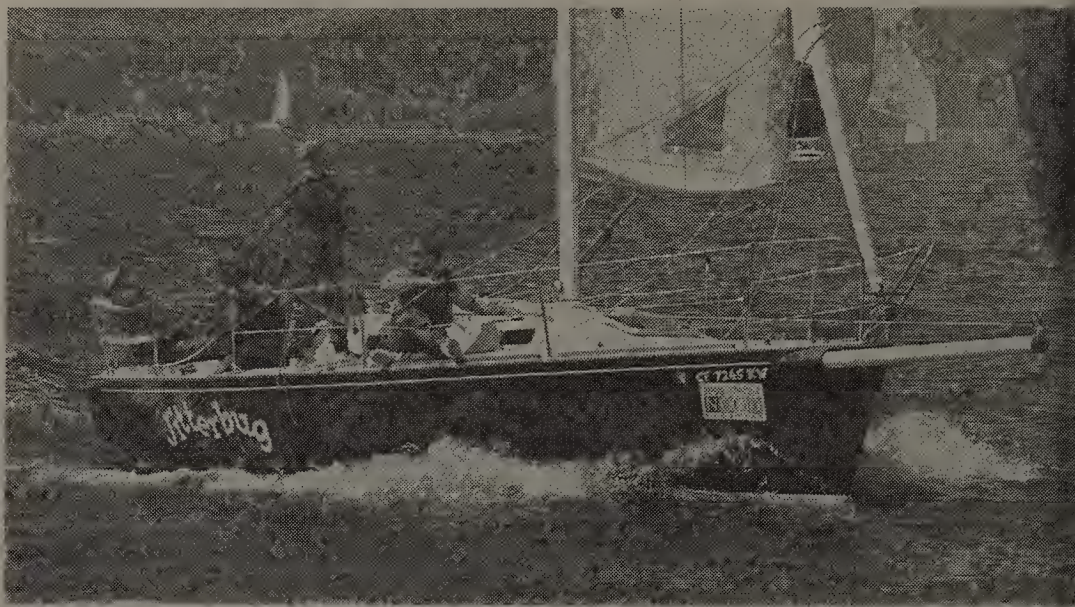
While most sailors spent Monday recovering, Kahn, Morgan Larson (who accompanied Philippe throughout his marathon weekend) and Jack Haltérman (who did two of the three events with Philippe, but sailed with *Flyer* in the NOOD) jetted over to Maui to sail his big boat, the Andrew turbosled *Pegasus*, in the annual downwind sprint race from Lahaina back to Honolulu. The wind only blew about 15, so without a record possibility, Kahn took the longer, more scenic course home, leaving Molokai to port. They finished down in the pack. After flying home Tuesday, Philippe was back on the Mumm 30 again for another Wednesday night race. Does this guy ever get tired?

If anyone else 'went for the Iron' over Labor Day Weekend, we didn't hear about it. Anyway, our hat is off to Philippe, who has taken the West Coast sailing scene by storm this summer. We hope to profile him in more depth in the print version of the magazine someday, but for now, he's too busy travelling and sailing. "I'm not doing this for the press," claimed Kahn at the NOOD. "I'm just in it to learn to be a better sailor."

## NOOD Regatta

While the Windjammers suffered through another off year and the Jazz Cup had a complete meltdown, the brightest spot on the racing scene over Labor Day Weekend was undoubtedly the 11th Annual San Francisco NOOD Regatta. Though nowhere close to last year's record-breaking attendance (171 boats in 13 classes), this year's edition of the NOOD was nonetheless a high quality, fun regatta.

Once again sponsored by *Sailing World* magazine and hosted by St. Francis YC, the regatta stuck to its tried-and-true format of two races on both Saturday and Sunday (with all classes on the Cityfront), and copious amounts of food, Mount Gay Rum and Sam Adams beer after each day's racing. A total of 102 boats in eight classes competed, with lightish winds on Saturday yielding to 'normal' September



Bay conditions on Sunday.

Headlining the show were the 14 Farr 40s, who were treated to sailing lessons by the 'Two JKs' — John Kilroy's all-conquering *Samba Pa Ti* program, with John Kostecki calling the tactics. The '99 Farr 40 World champs (and runners-up at the 2000 Worlds) had their way with the fleet, posting a pretty amazing four straight bullets against this talented group. *Samba* dominated the NOOD, expertly

playing the shifts and tide lines, and capitalizing on the mistakes of her sisterships.

One such incident occurred when *Peregrine* beached herself on a new sand shoal near Anita Rock. She struck while tacking and, according to witnesses, stood up and aired her hull out before flopping back onto starboard and ultimately getting towed off the beach. "*Peregrine's* V-drive was completely out of the water!" marveled Hogan Beatie, who was a few





**Labor Day Weekend fun — scenes from the NOODist colony. All photos 'latitude'/andy.**

boatlengths away. "You just don't see that sort of thing everyday!"

Boat of the day honors were awarded on Saturday only, the first time that the San Francisco NOOD has offered this prize. On the strength of a 1-2 day in the 29-boat J/105 class, this award went to Chuck Eaton's blue *Jitterbug*. However, Phil Perkins and his *Good Timin'* buddies,

came on strong the next day, eking past *Diamante* in the last yards of the final race to win the regatta.

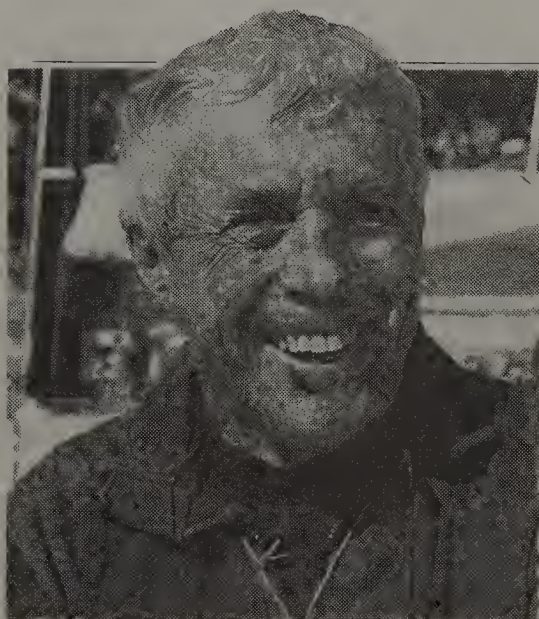
Other notable finishes were put in by 70-year-young Dennis Surtees, who won the second annual Antrim 27 Nationals again with his *Abracadabra II*. Will Paxton took the Express 27 PCCs with his *Motorcycle Irene*, fending off a determined effort by *Swamp Donkey*. In the J/24s, driver Deke Klatt and owner Bill Rob-

ertson dominated the J/24s with their Ventura-based *Zonie*. Full race results can be found at [www.sailingworld.com](http://www.sailingworld.com).

FARR 40 — 1) **Samba Pa Ti**, John Kilroy/John Kostecki, 4 points; 2) **Pegasus**, Philippe Kahn/Morgan Larson, 15; 3) **Revolution**, Brack Duker/Peter Isler, 20; 4) **Peregrine**, David Thomson/John Cutler, 23; 5) **Groovederci**, Deneen Demourkas/Keith Kilpatrick, 26; 6) **Endurance**, Mike Condon/John Kolius, 27; 7) **Temptress**, Alan Field/Dave Ullman, 30; 8) **Crocodile Rock**, Alex Germia/Vince Brun, 31;



# THE RACING



ALL PHOTOS LATITUDE/ROB

**NOOD winners — Dennis Surtees took the Ant-rim 27 Nationals again with 'Abracadabra II'.**

9) **Blue Chip**, Walt Logan/Carlos Badell, 31; 10) **Cavallino**, Draganic & Lammens/Chris Perkins, 33. (14 boats)

1D-35 — 1) **Wild Thing**, Kara Zylstra, 8 points; 2) **KT's Choice**, Bud Stratton, 8. (4 boats)

11:METRE — 1) **Jamba Juice**, Varnes/Dinkel, 5 points; 2) **ROS**, Ben Wells, 9; 3) **Piper Jaffray**, Mike Ratiani, 14. (6 boats)

J/105 — 1) **Good Timin'**, Dave Wilson/Phil Perkins, 16 points; 2) **Jitterbug**, Chuck Eaton, 18; 3) **Diamante**, Danny Shea, 18; 4) **Thrasher**, Steve Podell, 21; 5) **Sails Call**, Ian Charles, 22; 6) **Blackhawk**, Dean Dietrich, 25; 7) **Juxtapose**, Thayer/Watts, 36; 8) **Aquavit**, Roy Steiner, 36; 9) **Charade**, Tom Coates, 37; 10) **Arbitrage**, Bruce Stone, 41; 11) **Bella Rosa**, Dave Tambellini, 42; 12) **Hokulele**, Cooper/Deisinger, 51. (27 boats)

ANTRIM 27 (Nationals) — 1) **Abracadabra II**, Dennis Surtees, 8 points; 2) **Rattle & Hum**, Sue & Barry Senescu, 12; 3) **Nemesis**, Geoff Longnecker, 12; 4) **Arch Angel**, Bryce Griffith, 20; 5) **E.T.**, Hedin/Baylis, 22. (8 boats)

EXPRESS 27 (PCCs) — 1) **Motorcycle Irene**, Will Paxton, 12 points; 2) **Swamp Donkey**, Scott Sellers, 15; 3) **El Raton**, Ray Lotto, 30; 4) **Archimedes**, Dick Swanson, 31; 5) **Simba**, John Shinn, 34; 6) **Baffett**, Tom Baffico, 40; 7) **Wile E. Coyote**, Dan Pruzan, 44; 8) **Opus**, Huw Roberts, 53. (15 boats)

MELGES 24 — 1) **High Octane**, Tim Duffy, 9 points; 2) **Monsoon**, Bruce Ayres, 12; 3) **Not the Family Bulck**, Michael Stone/Shawn Bennett, 14; 4) **Casey Jones**, Don Jesberg, 14; 5) **SUV**, David Wadbrook, 20. (11 boats)

J/24 — 1) **Zonie**, Deke Klatt/Bill Robertson, 5 points; 2) **Woof**, Alan McNab, 17; 3) **Nixon Was Cool**, Nadine Franczyk, 23; 4) **Downtown Uproar**, Wayne Clough, 23; 5) **Tiny Dancer**, Mr. Zimmerman, 24; 6) **Phat Air**, Susie Gregory, 25; 7) **Sockeye**, Dave Holscher, 26. (14 boats)

## SSS East Bay Estuary Race

My excitement for this race started days before as I looked over the course on the chart. Start in the Richmond Channel, to the Brothers, on to Little Harding, then to the Oakland Estuary — what a gentleman's race course, full of gorgeous



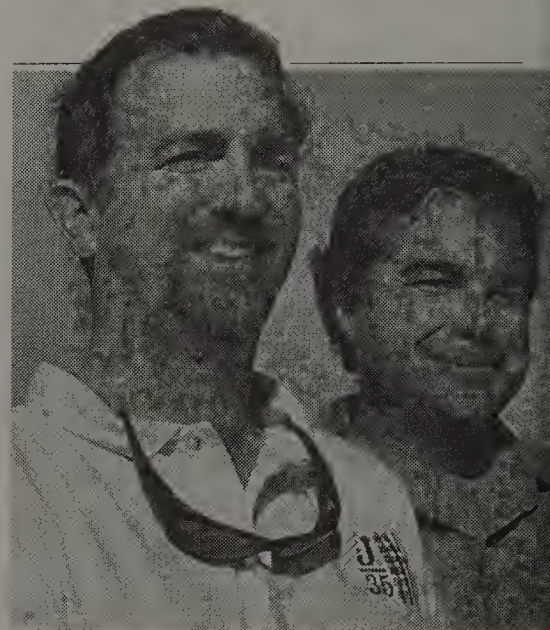
**Tim Duffy came out on top of the tough Melges 24 class with his 'High Octane'.**

scenery on the way! I got really excited as I was driving from Alameda to Richmond to board the boat, the WylieCat 30 *Silkye*, with John Skinner for the race. From the Bayshore Freeway at 8 a.m., I could see there was already steady wind throughout the Bay — great!

The conditions, perfect for a WylieCat 30, made the day of September 9 a wonderful one for racing on San Francisco Bay. John, with a little help from me, got us a beautiful start, putting us comfortably ahead of our four sisterships. By the time we got to the Brothers, we had passed all but two or three boats in the 41-boat strong fleet. We proceeded to Little Harding by tacking up the Marin Shore, while most of the fleet played the Richmond side, only to get stuck in adverse current and lighter winds. The beat through Raccoon Strait, beautiful as always, was straightforward.

We rounded Little Harding far ahead of the fleet, and about eight minutes in front of the next WylieCat 30. We liked our position, but were well aware that the fleet would close dramatically as we approached the lighter winds of the South Bay and the Estuary. Our worst fears soon came true and were intensely magnified when the wind dropped to zero just north of the Estuary, bringing the boats roaring up from behind. First the 40-footers passed us as they brought up the last gasps of wind, then the 30-footers. Now it was a two mile race with 19.5 miles of corrected time to give.

It was a new boat race at the mouth of the Estuary. We were able to hold off our class by the skin of John Skinner's teeth, but many of the smaller boats with chutes were able to save their time on us. The spinnakerless WylieCats are not at their best in a light air run, so we paid the price



**Dave Wilson (left) and Phil Perkins won the NOOD (and the J/105 season) with 'Good Timin'.**

on the home stretch. But it was still a great day of racing, and John and I will be back next year.

— john selbach

SH-I (multihull) — 1) **Wingit**, F-27, Ray Wells. (1 boat)

SH-II (< 130) — 1) **20/20**, J/105, Phil Gardner; 2) **Logical Switch**, Express 37, Fred Joyce. (4 boats)

SH-III (130-168) — 1) **Waverider**, Hunter 31, Mark Rommell; 2) **Mirage**, Black Soo, Ben Mewes. (4 boats)

SH-IV (169-up) — 1) **Chelonia**, Yankee 30, Ed Ruszel. (1 boat)

SH-V (non-spinnaker) — 1) **Lelo Too**, Tartan 30, Emile Carles; 2) **Goose II**, Nordic Folkboat, Bud Cohen; 3) **Pannonica**, Contest 27, John Lymberg; 4) **Stormrider**, Aphrodite 101, Don McCrea. (9 boats)

DH-I (multihull) — 1) **Mach Turtle**, F-27, J.E.B. Pickett/Andrew Dardid. (1 boat)

DH-II (< 130) — 1) **Opus**, Express 27, Jason Crowson/Huw Roberts; 2) **Harry Angstrom**, Wabbit, Andy & Geoff Hamilton; 3) **Kwazy**, Wabbit, Colin Moore/Glen Garfein. (10 boats)

DH-III (130-168) — 1) **Salty Hotel**, Express 27, David Rasmussen/Phil Krassner; 2) **Borderline**, Olson 911-SE, Bill & Jane Charron. (4 boats)

WYLIECAT 30 — 1) **Silkye**, John Skinner/John Selbach; 2) **Triumph**, Jake Cartwright/Steve Seal. (5 boats)

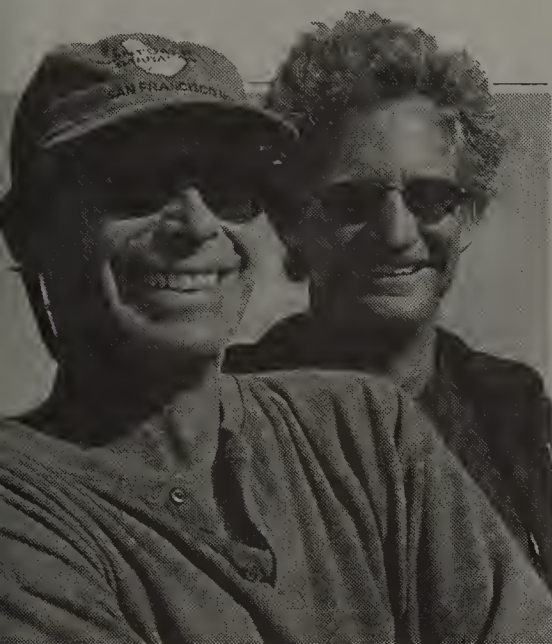
DH-V (non-spinnaker) — 1) **Macushla III**, Bristol 35.5, Brian Leary/David Williams. (2 boats)

## Moore 24 Nationals/Dolphin Cup

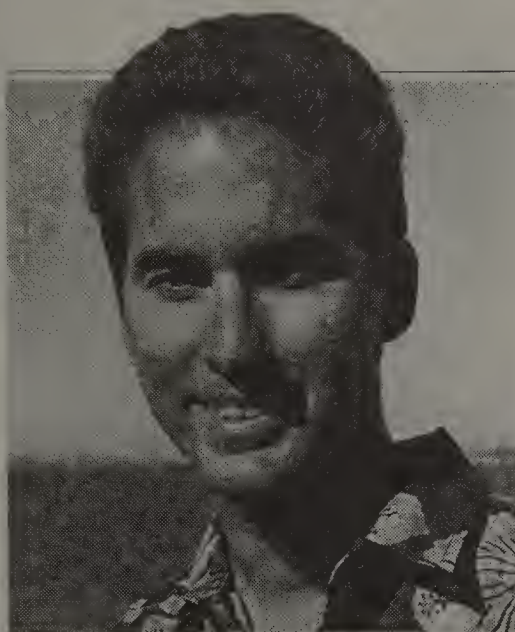
Monterey Peninsula YC hosted both the 24th Annual Moore 24 Nationals and the Dolphin Cup (for SC 52s) on the sunny weekend of September 8-10. For once, the little boat event overshadowed its big boat counterpart, with the Moore 24s fielding 27 boats to the SC 52's paltry four-boat turnout. The best action — and spectating — was in the Moore fleet, which sailed a hotly contested nine-race, no throwout series.

Every race of the Moore 24 Nationals saw individual or general recalls, with

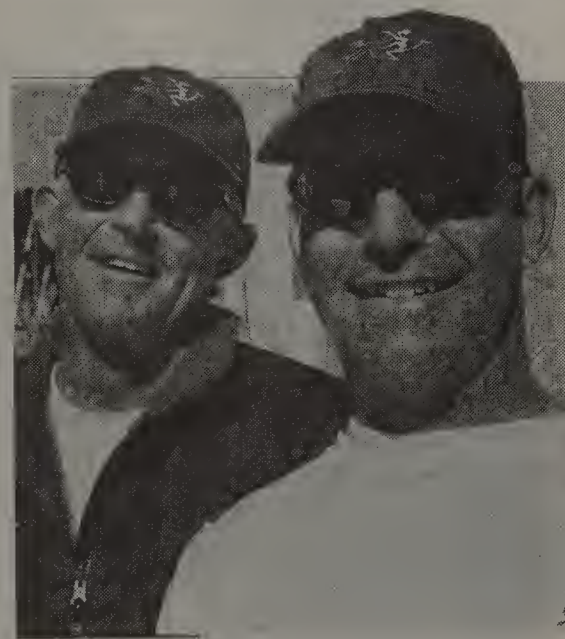




Bill Robertson (left) and Deke Klatt clobbered the J/24 fleet at the NOOD with 'Zonle'.



Will Paxton took the Express 27 PCCs with his 'Motorcycle Irene'.



John Kilroy (left) and John Kostecki won everything last month with the Farr 40 'Samba Pa Ti'.

many OCSs among boats which could have ended up in the top five. Seven different boats won races, and no one boat dominated the series. *Adios* owner Scott Walecka, the eventual winner, modestly attributed his victory to "staying on the right side of the starting line in each race." Walecka, who last won the Nationals back in 1983, sailed with driver Ian Klitza, Dennis Bassano, Jay Shuman and a fellow known only as 'Ed'.

"The Moores were really tight around the marks," observed race official Jack Allen. "It looked like a 27-boat dinghy regatta, with bumping, exchange of words about the rule book, and with some boats inevitably caught on the outside of the pin-wheel."

With perfect sailing conditions in the

of a port/starboard incident just last month, reversed roles, spearing *Gorgeous* in the port bow. *Gorgeous*, which had earlier tangled with *Minnow* (taking out both boats' headfoils), was patched up and able to finish the regatta.

While the Moore 24s played bumper cars, the four SC 52s enjoyed an intimate three-race series on Saturday and Sunday only. Bill Turpin's well-sailed *Ingrid*, fresh off a class victory in the Pacific Cup, continued her winning ways posting a 1,1,2 record. The Dolphin Cup served as a tune-up (and preview) of the following Big Boat Series, where three of the four 52s (minus *Allure*) would meet again.

"Altogether, it was a beautiful weekend," noted Allen. "The hum of Indy cars at Laguna Seca could be heard in the pre-

MOORE 24 (Nationals) — 1) *Adios*, Scott Walecka/Ian Klitza, 59 points; 2) *Mike's Boat*, Mike Clark/David Shelton, 66; 3) *Ruby*, Steve McCarthy & Andrew Manzi, 67; 4) *Fatuity*, David Hodges, 70; 5) *Moorgasm*, Hank Niles/Chris Watts, 72; 6) *Eclipse*, Brad Butler/Tyler Bech, 74; 7) *Moore Animals*, Eric Malmberg, 77; 8) *No Moore*, Bob Sutton, 94; 9) *Ngellew*, Shana Rosenfeld, 95; 10) *Gruntled*, Simon Winer, 99; 11) *Mercedes*, Joel Verutti, 99; 12) *Kamikaze*, George Wheeler, 108; 13) *Snafu-U*, Mark Berryman/Tom Conerly, 118. (27 boats)

SC 52 (Dolphin Cup) — 1) *Ingrid*, Bill Turpin, 4 points; 2) *Allure*, Chuck Jacobsen, 6; 3) *Rosebud*, Roger Sturgeon, 8; 4) *Marda Gras*, Marda Phelps, 12. (4 boats)

#### Day on Mo' Bay

, Thirty-three boats sailed for a good cause back on August 29, the occasion being the 16th Day on Monterey Bay Race.



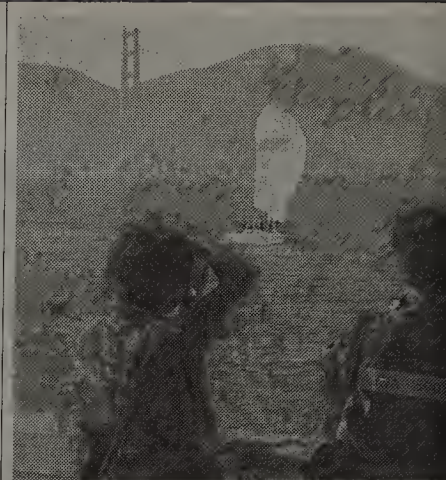
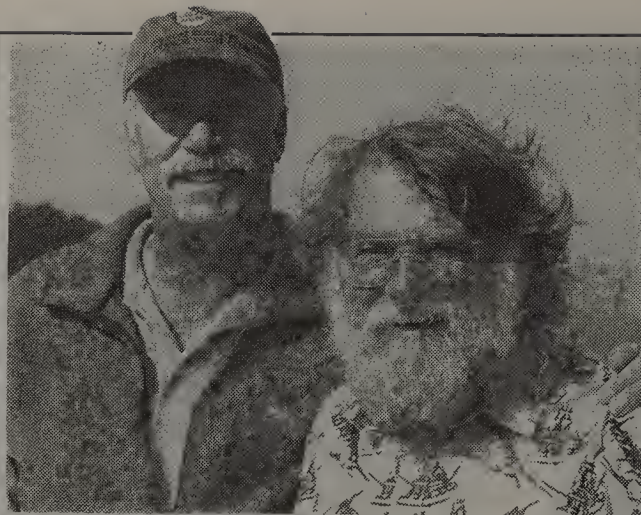
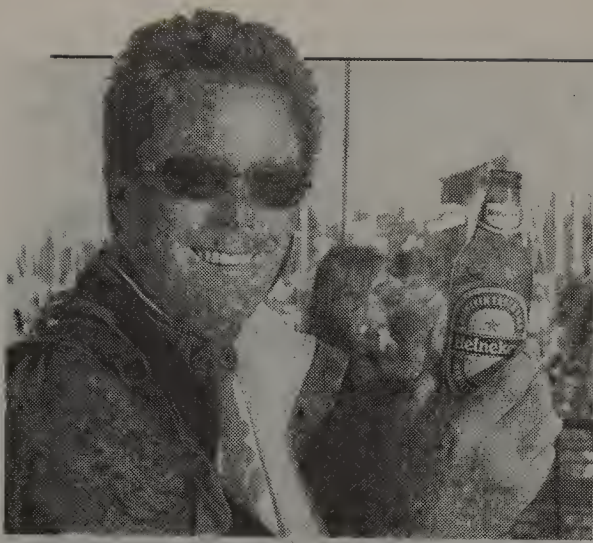
10-15 knot range, the Moores carried their 150s with crews fully hiking on the rail — which naturally led to lots of crash tacks and some collisions. The hard-luck *Freefall*, which was on the receiving end

**Moore 24 Nationals — 24 years later, the class is stronger than ever!**

race calm — and the beer, food and a new three-ton hoist pleased the competitors no end."

For the ninth time, the event benefitted the local Big Brothers/Big Sisters of Santa Cruz County. This year's race, held in fine 12-15 knot winds, netted over \$24,000 for this favorite grassroots nonprofit or-

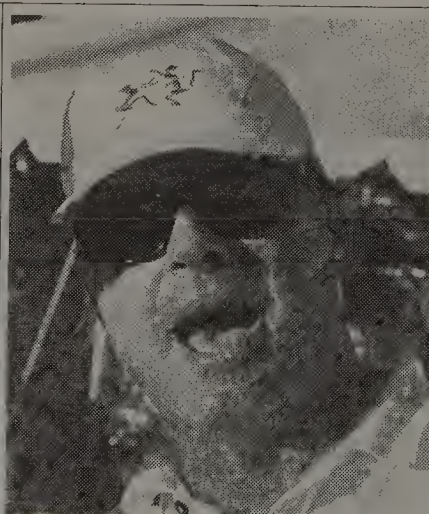
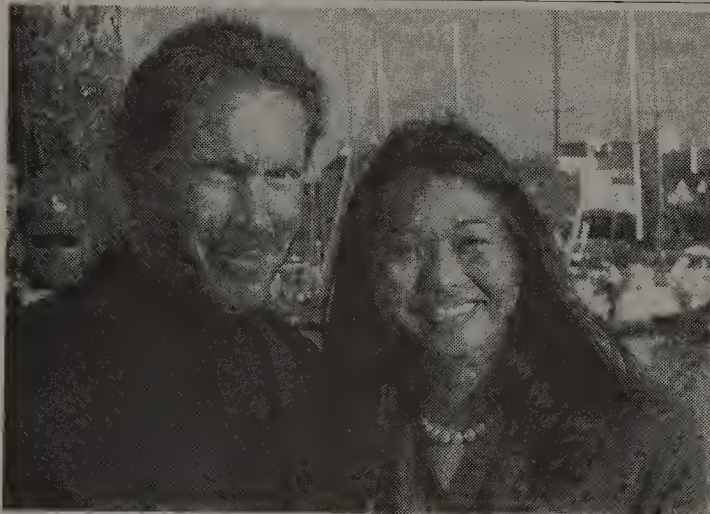




Above, Geordie Shaver hoists a 'mean green'; Rob Schuyler and Roger Sturgeon ('Rosebud'); the view from the race deck. Below, 'It's OK!' is back.



Below, Larry Ellison ('Oracle Racing') and friend... The inimitable Matt Jones ('Samba' staff)... Garth Dennis ('Smiling Bulldog') and Whitney Gilmour.



ganization.

Philippe Kahn's Mumm 30 *Pegasus* won overall, spoiling Shep Kett's debut with his newest steed, the Farr 40 *Flyer*. But in this low-key reverse handicap race, everyone who participates wins. Seemingly the whole Santa Cruz community gets behind this annual feel-good event: 17 boats were corporately sponsored (ac-

*It's all about the people — A random sample of folks attending last week's excellent 37th Annual Big Boat Series.*

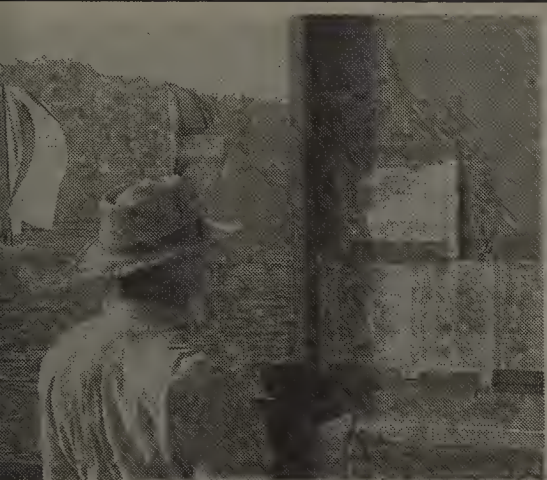
counting for \$13,500 of the total proceeds), and more than 60 local businesses, led by West Marine, donated raffle prizes—including the big one, a week on a Beneteau 38 in the Caribbean—and/or food for the post-race barbecue.

"Everyone loved this year's race," claimed co-chairman Ron Merrill. "Not only did the event have good wind, but it raised money and awareness for a noble and important cause."

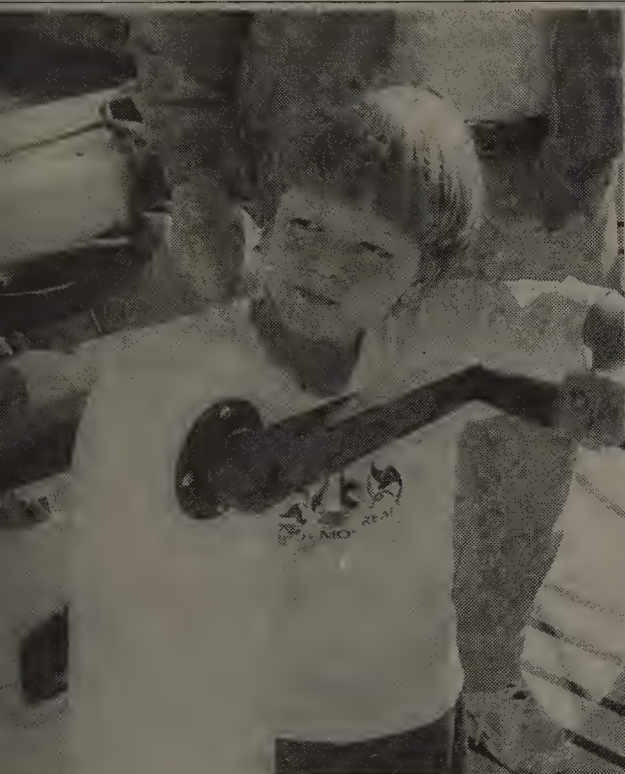
PHRF-I — 1) *Pegasus*, Mumm 30, Philippe Kahn, The Lee Kahn Foundation; 2) *Flyer*, Farr 40, Shep Kett, California Construction; 3) *Scorpio*, Wylie 42, John Siegel, Particle Service Corp.; 4) *Ingrid*,



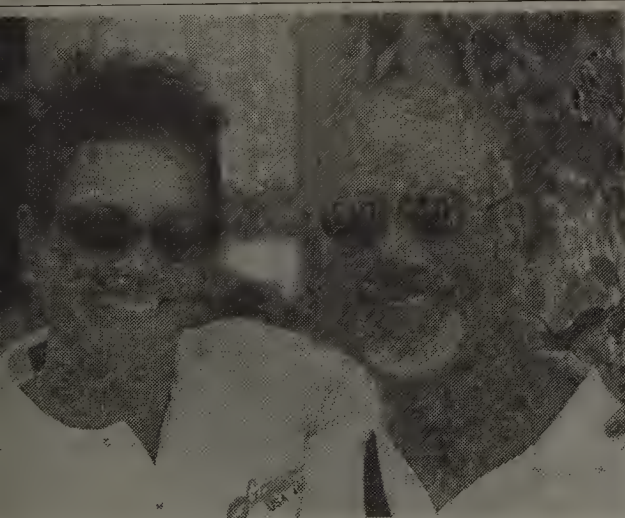
# RACING SHEET



Above, Betsy and Robin Jeffers. . . Below, Rocky Kamen takes a spin. . and Dockmaster Bill Chipman.



Deneen Demourkas ('Groovederci') and Dee Smith.

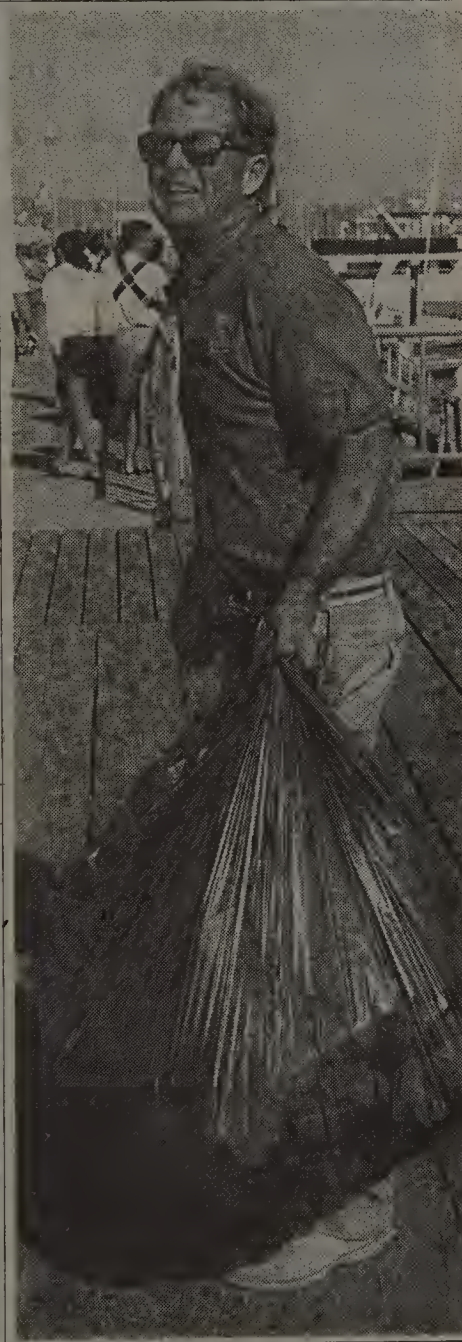


SC 52, Bill Turpin/Jay Crum, Theme Stream; 5) Elyxir, SC 52, Skip Ely, Santa Cruz Yachts; 6) Pacific High, SOB 30, Dennis Bassano; 7) Escape, Express 37, Steve Dilbeck. (15 boats)

PHRF-II — 1) Wildfire, Moore 24, Tom Conerly, Devcon Construction; 2) Una Mas, Moore 24, Larry Peterson. (4 boats)

PHRF III — 1) Sea Dolphin, Catalina 22, Bill Boaz/Ray Pingree. (3 boats)

MULTIHULL — 1) Beowolf V, Custom Cat, Alan & Susan O'Driscoll. (3 boats)



LATITUDE/ROB

NON-SPINNAKER — 1) Carmen, Cal 25, Tom Carter; 2) Guava Jelly, J/24, Thomas Saucedo; 3) Char Chez, Catalina 30, The Smarts. (8 boats)

## Quick Boat Series

San Francisco YC's second annual Quick Boat Series, held September 16-17, was one of the highlights on the racing calendar last month. Twenty-four boats — up from just 11 last year — par-

ticipated in the six-race Berkeley Circle tune-up regatta for the next week's Big Boat Series. Fourteen of the boats were Farr 40s, who included this event on their West Coast schedule, and the rest were PHRF boats ranging in size from the Schumacher 46 *Surprise* to a pair of J/105s. Saturday's three races were held in a crisp westerly, but Sunday the wind faltered and only one of the scheduled three races was held.

As always, the Farr 40 class came out swinging — crews were stuffed with talent, and the starts and mark roundings were no place for the fainthearted. John Kilroy and tactician John Kostecki sailed *Samba Pa Ti* to a bullet in Sunday's light-air race, which added to their 9.3.1 performance on Saturday, gave them the weekend victory over David Thomson's *Peregrine*. Thomson, with John Cutler calling the shots, had been the clear leader of the regatta before stumbling to a tenth place finish on Sunday. The newest boat in this still-growing class, Hasso Plattner's *Morning Glory*, finished tenth in her racing debut.

The PHRF fleet was far more laid back, with boats (mainly 1D-35s) dropping in and out of races as benefitted their practice schedules. The only 1D-35 to sail all the races was Dan Cheresch's Michigan-based *Extreme*, which posted a 4.6.4.4 record to top our local heroes. Cheresch and his talented crew clearly benefitted from spending the weekend on the Circle instead of sight-seeing, as they went on to dominate the following week's 1D-35 Nationals.

FARR 40s — 1) *Samba Pa Ti*, John Kilroy/John Kostecki, 14 points; 2) *Peregrine*, David Thomson/John Cutler, 16; 3) *Pegasus*, Philippe Kahn/Morgan Larson, 18; 4) *Temptress*, Alan Field/Dave Ullman, 20; 5) *Groovederci*, Deneen Demourkas/Dee Smith, 25; 6) *Endurance*, Mike Condon/John Koliou, 28; 7) *Shadow*, Peter Stoneberg/Kimo Worthington, 29; 8) *Revolution*, Brack Duker/Peter Isler, 30; 9) *Cavillino*, Draganic/Lammens/C. Perkins, 33; 10) *Morning Glory*, Hasso Plattner/Dean Barker, 33. (15 boats)

PHRF — 1) *Extreme*, 1D-35, Dan Cheresch, 18 points; 2) *Raven*, CM 1200, Mark Thomas, 21; 3) *InfraRed*, Davidson 44, Ray Lopez, 21.5; 4) *Mr. Magoo*, J/120, Steve Madeira, 22; 5) *Surprise*, Schumacher 46, S. Chamberlin/C. Schumacher, 24; 6) *Recidivist*, Schumacher 40, Colin Case, 24; 7) *Scorpio*, Wylie 39, John Siegel, 26. (12 boats)

## Box Scores

It's October now, and the summer racing season is thankfully winding down. The avalanche of race results crossing our desk is slowing to a trickle, but there's still enough to support another round of Box Scores:



# THE RACING

## 48th LABOR DAY REGATTA (SRSC; Sept. 2-4):

CENTERBOARD — 1) Tom & Ginny Dost, Lido 14, 4 points; 2) John Ludwig, Force 5, 7. (4 boats)

KEEL — 1) Doug Buescher, Merit 22, 4 points; 2) Mark Peters, Ericson 26, 9; 3) John Schulthess, Catalina 250, 11. (7 boats)

LASER — 1) Dennis Derickson, 5 points. (3 boats)

PELICAN — 1) Howard Mackey, 5 points; 2) Bob Jones, 9; 3) Curtis Johnson, 10; 4) Paul Lorenzi, 15. (11 boats)

(5 races; 1 throwout)

## SCHOCK 35 NATIONALS (ABYC; Aug. 25-27):

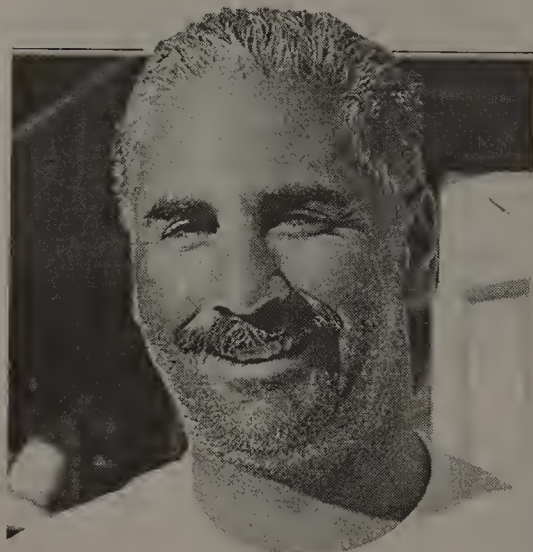
1) **Mischief**, Hardy/Pinckney, BCYC, 15 points; 2) **Wings**, Dennis & Sharon Case, SDYC, 22; 3) **Outlier**, Dick Schmidt, CYC, 36; 4) **Whistler**, P. Johnstone/Claudia Wainer, BYC, 37; 5) **Chayah**, Oscar Krinsky, ABYC, 39; 6) **Water Moccasin**, Judy Gorski/Brad Wheeler, BYC, 49. (15 boats; 7 races with one throwout)

## STILLWATER COVER REGATTA (Sept. 2-3; 5 races):

1) Pax Davis, 21 points; 2) Dave West, 22; 3) Don Whelan, 26; 4) Jim Bradley, 27; 5) Dick Clark, 32; 6) J. Lanzafame, 33; 7) Pat Bradley, 39; 8) Steve Gould, 42; 9) Carl Schumacher, 43; 10) K. Robinson, 47. (21 Mercuries)

## COLLEGIATE RANKINGS (as of 9/10):

COED — 1) Harvard; 2) Dartmouth; 3) Tufts; 4) Hobart/Wm. Smith; 5) Old Dominion; 6) Georgetown;



LATITUDE/ROB

**Holland, MI, sailor Dan Cheresh won the Quick Boat Series with his 1D-35 'Extreme' — and went on to win the Nationals the next week.**

7) St. Mary's; 8) Kings Point; 9) Charleston; 10) USC; 11) Navy; 12) Boston College; 13) UC/Santa Barbara; 14) **Stanford**; 15) Connecticut College; 16) Univ. of Texas; 17) Vermont; 18) Coast Guard; 19) Queen's; 20) MIT.

WOMEN — 1) Tufts; 2) Dartmouth; 3) Harvard;

4) St. Mary's; 5) **USC**; 6) Old Dominion; 7) Boston College; 8) Connecticut College; 9) Georgetown; 10) Rhode Island; 11) Brown; 12) **Stanford**; 13) Hobart/Wm. Smith; 14) Charleston; 15) Eckerd.

## WEST MARINE FUN REGATTA (SCYC; Sept. 9-10):

420 — 1) Chris & Nick Ward. (2 boats)

29er — 1) Rory Griffen/Joey Pasquali; 2) Alex Bernal/Tedd White; 3) Jeff Allen/Molly Carapiet. (5 boats)

EL TORO-A — 1) J.V. Gilmour; 2) Brendan Daly; 3) (tie) Brooks Reed and Travis Kool. (32 boats)

EL TORO-B — 1) Peter Jesberg; 2) Rogan Kriedt; 3) Max Paulus. (18 boats)

FJ — 1) BJ Clausen/Mallory McCollum; 2) Heather Martinelli/Nick Rittenhouse; 3) Ben Watson/Patrick Wilson. (15 boats)

LASER-A — 1) Brad Nieuwstad; 2) Evan Lyons; 3) Jay Scott. (9 boats)

LASER-B — 1) Tyler Dibble; 2) Jordan Fromm; 3) Luc Sahali. (10 boats)

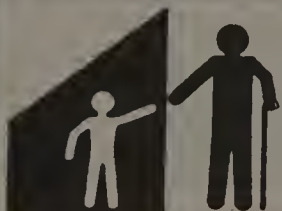
OPTI — 1) Joshua Leighton; 2) Jason Capen; 3) Marcus Bernal. (16 boats)  
(4 or 5 races, depending on class)

## DRAKES BAY (Corinthian YC; Sept. 16-17):

PHRO-I — 1) **Enchante**, Beneteau 42, David Jacoby/Rob Barton, 2 points. (3 boats)

PHRO-II — 1) **Petard**, Farr 36, Keith Buck, 2 points. (3 boats)

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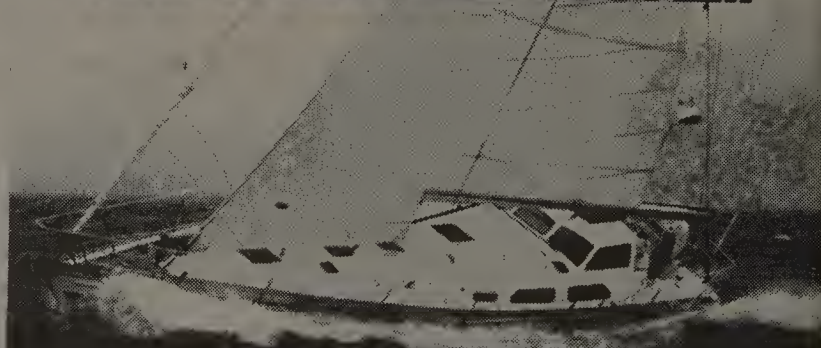
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MORA-I — 1) **Always Friday**, Antrim 27, John Liebenberg, 4 points. (2 boats)

MORA-II — 1) **Starbuck**, Black Soo, Greg Nelson, 4 points. (3 boats)

SHS — 1) **Saltshaker**, Peterson 39, Steve Hanson. (2 boats)

MULTIHULL — no starters.  
(2 races, each 27.5 miles)

#### SOUTH BAY YRA #6 (Oyster Point YC: Sept. 16):

BIG SPINNAKER — 1) **Sundancer**, Hunter 34, Bob Carlen. (2 boats)

BIG NON-SPINNAKER — 1) **Far Better Thing**, Ericson 30+, Charles McArthur; 2) **Jet Lag**, Catalina 4, Roger Roe. (4 boats)

LITTLE SPINNAKER — 1) **Summertime**, Folkboat, Luther Izmirian. (2 boats)

LITTLE NON-SPINNAKER — 1) **Spirit**, Cal 20, Vince Swerkes. (3 boats)

#### SCYC WOMEN'S REGATTA (Sept. 24: 1 race):

1) **Raccoon**, Cal 20, Toni Weingarten; 2) **Abigail Morgan**, Express 27, Patricia Sava; 3) **Traveler**, Express 34, Denyse McElroy. (9 boats)

#### ALL ONE DESIGN #2 (SCYC: Sept. 16: 3 races):

SC 27 — 1) **Dynaflo**, Matt Dini, 5 points; 2) **Hao**, Andy Carson, 5; 3) **Racer X**, Mark Schipper, 1; 4) **Sumo**, Jim Livingston, 12. (10 boats)

MOORE 24 — 1) **No Moore**, Sutton/Miller, 7



LATITUDE/ROB

**McQueen for a Day** — Matt McQueen dominated the one-day Europe Men's Nationals. "It's a really *small* boat!" he reported.

points. (1 boat)

SANTANA 22 — 1) **Tara**, Jim Samuels, 3 points. (2 boats)

#### SCORE/DOUBLEHANDED #2 (SCYC: Sept. 17):

DIV. A — 1) **Red Hawk**, SC 40, Lou Pambianco;

2) **Absolute 88**, Wylie 37, Keith MacBeth. (4 boats)

DIV. B — 1) **Capital Affair**, Olson 30, John Buchanan; 2) **Sirena**, Olson 30, J. Martinelli; 3) **Bullet**, Olson 30, Mike Gross. (7 boats)

DIV. C — 1) **Magna**, SC 27, Jim Case; 2) **Big Dog**, SC 27, G. Smith/M. Bruington. (4 boats)

DIV. D (doublehanded) — 1) **California Zephyr**, SC 27, Peter Dalton; 2) **Mercedes**, Moore 24, Joel Verutti. (5 boats)

#### **Race Notes**

European vacation: San Francisco YC sailing instructor Matt McQueen won the **U.S. Europe Dinghy Men's Nationals** over eight other competitors on August 26. St. Francis YC hosted the six-race, one-day 'nationals', which Matt won with straight bullets. Nick Pullen (Truckee) was a distant second, followed by Zach Conrad (San Francisco). Nine women loaned their Europes for the event, and competitors were assigned their vessels based on height and weight. Not coincidentally, the top three finishers are national-level Laser sailors.

Intimate gatherings: Corinthian YC member Charlie Brochard and his *Bal-ineau* crew (Jeff Nelson, Suzanne Walsh, Robert Hurliman) won the **Olson 25 Na-**

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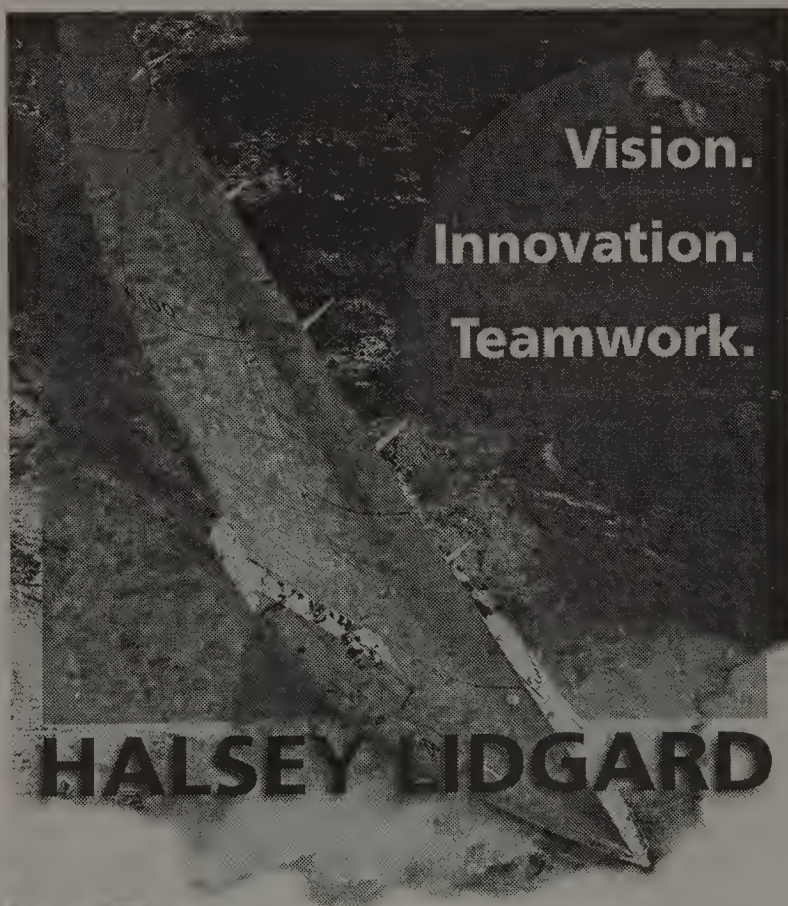
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# THE RACING

**tionals** for the second year in a row, defeating a small five-boat fleet. The five-race series was hosted by CYC on September 9-10, with racing on the Hard-Knox course. Dave McMurtry's *Three Ring Circus* was the bridesmaid. . . Vince Swerkes sailed his Cal 20 Spirit to victory in Coyote Point YC's **Jerry O'Grady Singlehanded Race** on Sept. 11, also over a five-boat fleet. . . Michael Dixon's Cal 9.2 *Dancer* won the **San Leandro Centennial Regatta** over a four-boat fleet.

Name dropping: Three more legendary America's Cup sailors were inducted into the America's Cup Hall of Fame (at the Herreshoff Marine Museum in Bristol, RI) last month. The chosen trio was **Tom Schnackenberg** (NZ), Édward du Moulin (Sands Point, NY) and the late Edwin D. Morgan (Wheatley Hills, NY). . . Unable to raise enough funds for his own Volvo Race entry, Marin County professional navigator **Mark Rudiger** recently merged his Team Rudiger with new Swedish entry *Assa Abloy*, joining them as co-skipper. Rudiger's partner, Dee Smith, is still looking around for a Volvo ride.

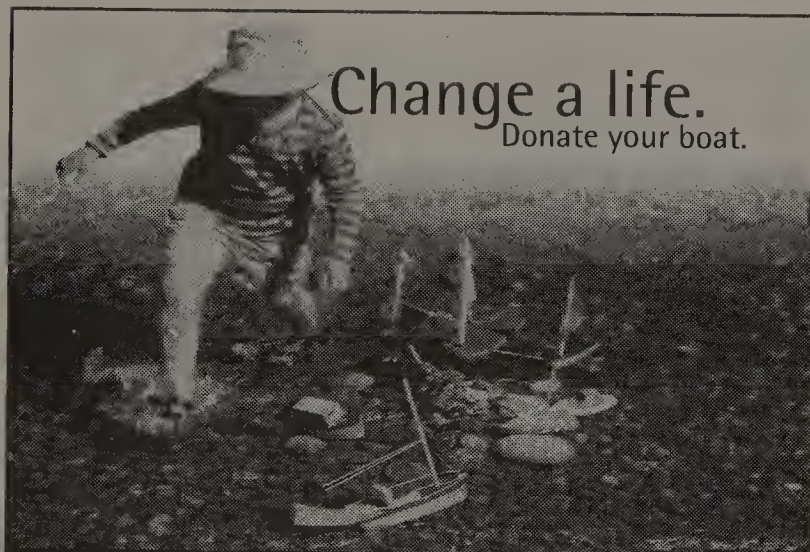
Around the Bay: John Herne and the Stanford sailing team won the third an-

nual **Redwood Cup** with their Frers 43 *Abduction*, a former Admiral's Cup contender. The nine-race, summer-long series was held off Redwood City and attracted 10 boats. Second went to *Wind at Your Back* (J/24, Jorge Moraleda) and third to the defending champion, *Over the Edge* (O'Day 40, Bob Cramier). . . The **Interclub Series** (for Estuary yacht clubs) was called off on September 16 due to lack of wind. "Naturally the breeze filled in ten minutes after we put up the abandon flag — the man upstairs hates us!" claimed OYC's George Gurrola. . . Our **local Byte fleet**, headquartered out of Richmond YC, got a nice plug in the recent issue of *Sailing World*.

Best in the West: San Diego's Cortez Racing Association wrapped up their **20th Beer Can Series** on August 9 with a gigantic 600-person awards party on the grounds of Silver Gate YC. A total of 144 boats in 10 classes competed in the 10-race/3-throwout Wednesday night series, with an average of 106 boats each week. Kara Zylstra's 1D-35 *Wild Thing* took top

honors in the highly competitive Class A group, followed by *Tribe* (1D-48), *Menace XXII* (CM 1200), *High 5* (Farr IMS 40) *Sprint 4* (ILC 40) and 21 others. At the final party, a number of prizes were raffled off, courtesy of 22 local vendors. **Bob Sullivan**, owner of the 1D-48 *Tribe*, scored the grand prize — a 50% (up to \$2,500) discount from North Sails on his next purchase. Final series results and pictures can be found at [www.cortezracing.com](http://www.cortezracing.com).

Grand prix circuit: Veteran Kiwi campaigner Neville Crichton's new silver R/P maxi *Shockwave* cleaned up at the recent **Hamilton Island Race Week**, a 9-race series in the Whitsunday Islands, Australia. Dean Barker drove, and the majority of the 21-man crew came from Team New Zealand. . . Hannah Swett (Jamestown, RI/New York City) won the **Rolux Thompson Cup**, a grade one women's match racing event sailed in Sonars at the Seawanhaka YC. With the help of crew Melissa Purdy, Europe sailor Meg Gaillard and Dawn Riley, Swett put together a perfect series, never losing a match. . . Italian sailor Giorgio Zuccoli finally won the



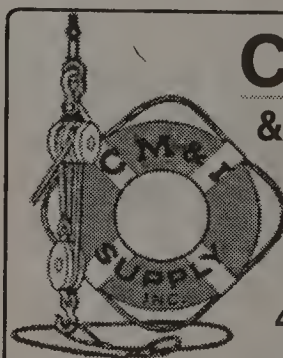
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COURTESY BT CHALLENGE

'Team Spirit' takes a bow before the start of the third BT Global Challenge. Jeff Overfield of San Ramon is among the crew.

**Melges 24 Worlds** last month in La Rochelle, France, defeating a 127-boat fleet that didn't include his nemesis, defending champ Vince Brun. Brian Porter was the runner-up, as well as top American.

A-Cup gossip: In the latest America's Cup shocker, defenders *Team New*

*Zealand* have gone outside their country in recruiting French match racer **Bertrand Pacé** for the 2003 Cup. Pacé, currently the world's number one match racer, will be the back-up skipper/sparing partner for TNZ's skipper Dean Barker (the number two ranked match racer in the world). Australian skiff sailor Adam Beashel also just signed up with TNZ, another indication that the Kiwis

may be running short on local talent. . . What are the going salaries for A-Cup crew? Rich Roberts, writing in *The Log*, quoted Paul Cayard as saying an experienced crew made about \$80-100k a year at the last Cup and could expect to double that in 2003. Larry Ellison's Oracle Racing, according to the article, is paying about **\$160,000/year** for good crew — less than the supposed \$200,000/year offered by fellow billionaires Craig McCaw (Seattle), Ernesto Bertarelli (Switzerland) and Patrizio Bertelli (Prada).

Mad dogs and Englishmen: Sir Chay Blyth's third 30,000-mile **BT Global Challenge** got underway from Southampton, UK, on September 10. Twelve state-of-the-art 72-foot steel boats, crewed by nearly 200 amateur sailors, should be tied up in Boston by now — a 3,200-mile crossing expected to take 18 days. It's the first of seven legs in this upwind, upcurrent odyssey. Amazingly, each participant has paid somewhere around \$40,000 for the adventure of bashing 'backwards' around the globe. One crew already got more than their share of adventure just 36 hours into the race: *Logica*, skippered by Jeremy Troughton, collided with a fishing boat off

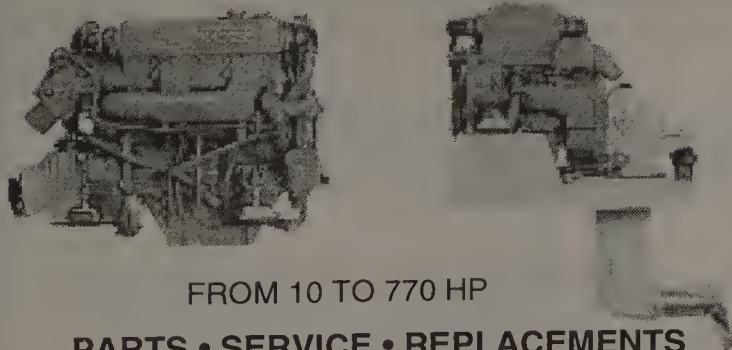


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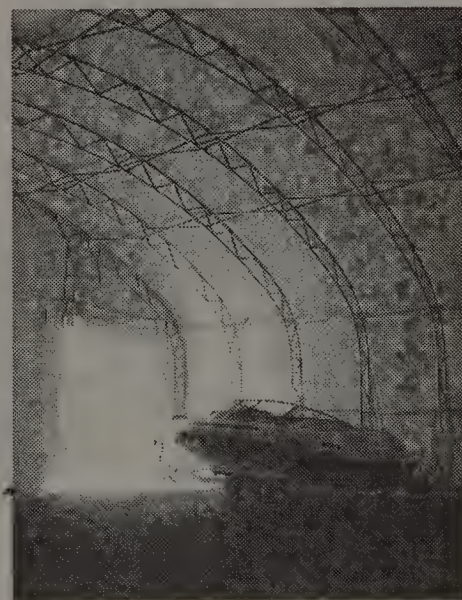
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# THE RACING SHEET

The Lizard in the middle of the night. Fortunately, it was a glancing blow and no one was injured. *Logica* carried on, and will be repaired completely during the long layover in Buenos Aires (the Boston stop is a quick one, with the fleet departing for the 5,840-mile sprint to Buenos Aires on October 15). Other stops on the circumnavigation are Wellington, Sydney, Cape Town, La Rochelle, and Southampton. For full coverage, see [www.btchallenge.com](http://www.btchallenge.com).

Swans invade Sardinia: The biennial **Swan Cup 2000** attracted 100 of these beautiful racer/cruisers to Yacht Club Costa Smeralda, Porto Cervo, last month — the largest fleet of Swans ever assembled. Twenty-six nations were represented, with the majority coming from the United Kingdom (19), Italy (18), Germany (15) and France (14). Theo Kinsbergen's Swan 68 *Defiance*, with **Dee Smith** calling the shots, won the windy six-race series overall, followed by *Sotto Voce* (Swan 60) and *Desperado* (Swan 65). "We added a lot of lead for the series, which was the right call," said Dee. "It all came together really well — every now and then, it almost seems easy!" For pictures and the rest of the story — including how **Paul**



COURTESY BT GLOBAL CHALLENGE

Another view of 'Team Spirit'. These same boats will be used for the New World Challenge, which starts from San Francisco in spring, 2002.

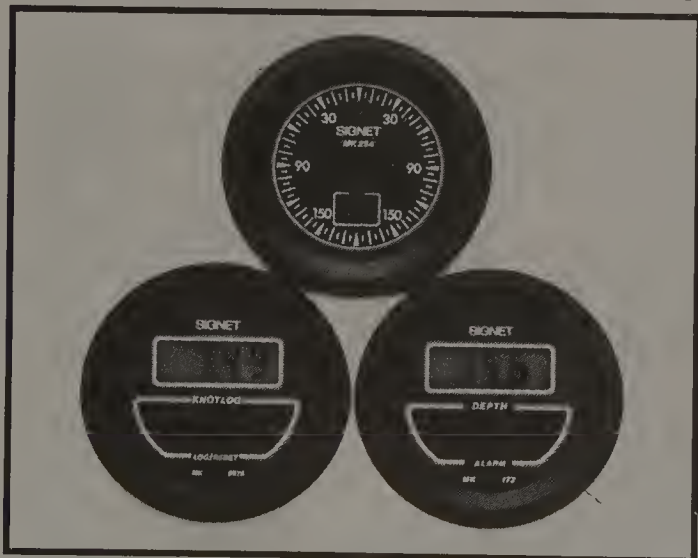
**Cayard** and Swiss A-Cup backer Ernesto Bertarelli fared with the Swan 80 *Alalunga* — surf to [www.swancup.com](http://www.swancup.com).

National championships: The New York

YC defended the **Hinman Trophy** (US Sailing's Team Race Championship) at the Chicago YC in early September. Their three skippers — experienced match racers Mike Zani, Chris McDowell and Karl Zeigler — topped 11 other teams in the Vanguard 15 series. . . . The **Mallory Cup** (US Men's Championship), held in Flying Scots at Detroit YC on Sept. 12-17, went to Robert Schmidt of Gulfport YC (Miss.). Area G — that's us — didn't field a team.

Meanwhile, hometown sailor Mary Brigden-Snow dominated the **Adams Trophy** (US Sailing's Women's Championship), an Etchells regatta hosted by San Diego YC on Sept. 17-20. Area G skipper **Stephanie Wondolleck**, who won the prestigious Adams Cup in '98, was second, hampered by an OCS early on. Wondolleck was accompanied by her two usual partners, Vicki Sodaro and Karina Vogen, as well as Krysia Pohl. . . . Area B skipper Mason Woodworth of Watch Hill YC (RI) won the **Prince of Wales Bowl** (US Sailing's Match Racing Championship) at the end of last month. Balboa YC hosted 12 teams for the Santana 20 event — and once again, Area G wasn't represented. See [www.ussailing.org](http://www.ussailing.org) for full results.

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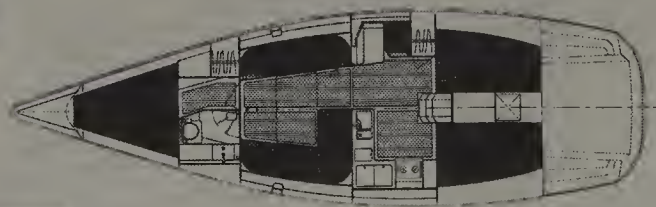
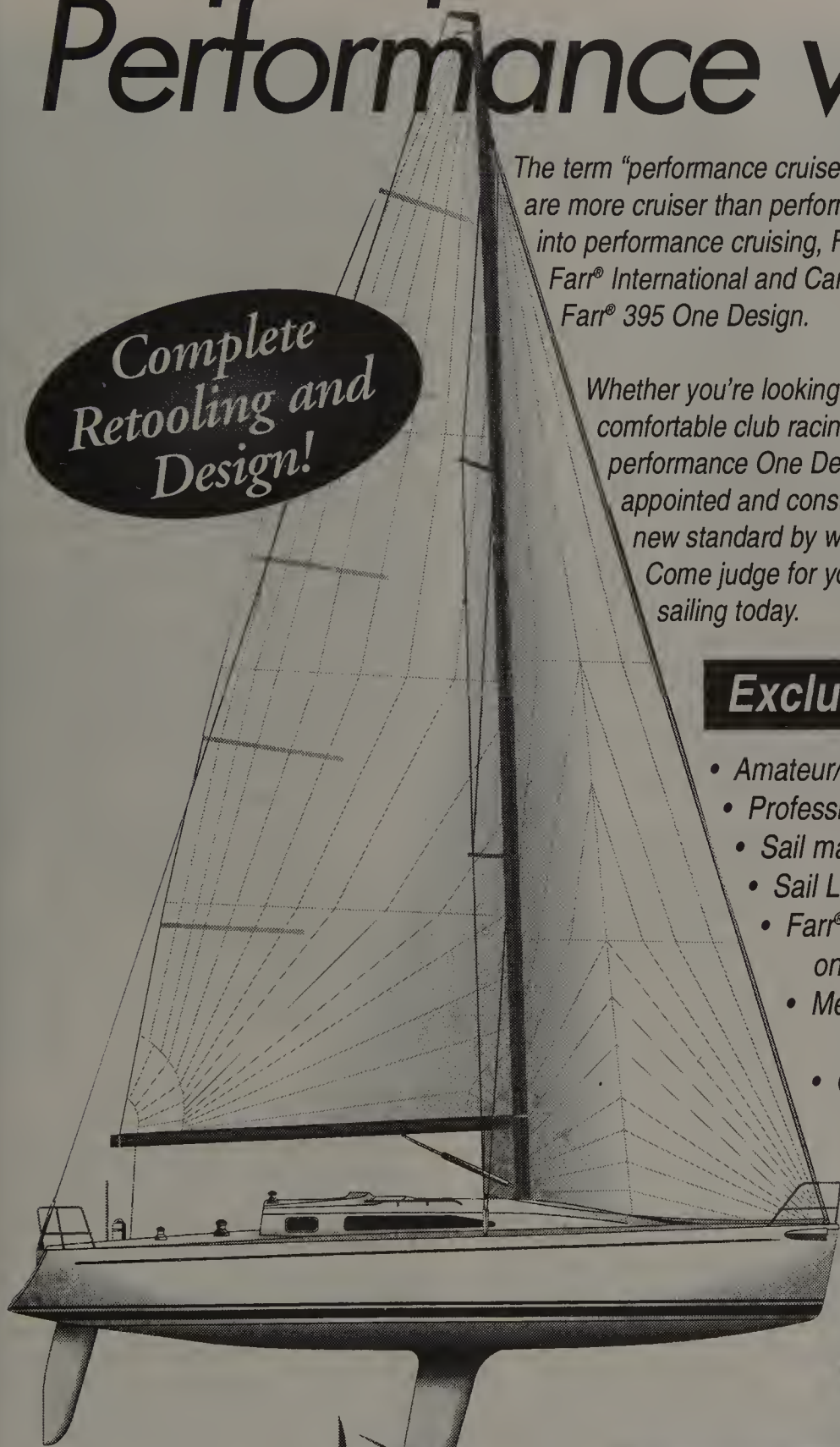
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## The 'Senior Trip' Charter: Better Than the Typical Booze Bash

"For high school seniors, planning and taking a special 'senior trip' is as much a part of senior year as the prom or graduation," says Zoë. "The usual destination is Mexico, where hordes of graduates spend a week in a drunken haze, but a group of us nixed that idea immediately. Nevertheless, we still had an itch to travel to some exotic tropical place.

"An idea came to us one day when we were still juniors and graduation seemed ages away. 'Wouldn't it be great,' we thought, 'if we could charter a boat in the Caribbean and sail from beach to beach.' But what started out as a pipe dream actually turned into reality. The week after we graduated last June, 9 of us 18-year-old girls took off for a week of sailing in the British Virgin Islands."

With a just a little help from their parents, they chartered a late-model Moorings 4500 catamaran — one of the queens of The Moorings' fleet. The design features four double cabins, each with its own head and shower, as well as a huge salon, spacious cockpit, and a broad forward trampoline, so there was plenty of room for these first-time charterers, in addition to their hired female skipper.

"It is impossible to describe the excitement we felt when flying in that 33-seat

*The girls couldn't resist taking a peek through the "emergency only" escape hatch during a moonlight swim.*

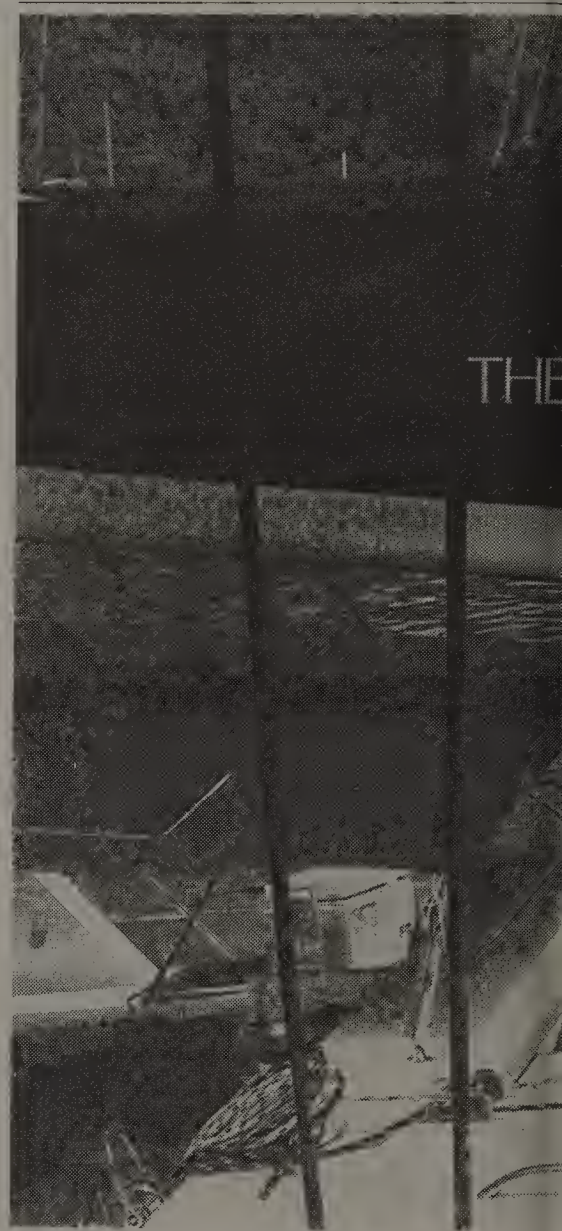
plane from Puerto Rico to the Beef Island, BVI, airstrip," says Zoë. "Our cruising altitude was nerverackingly low, and the turquoise water with emerald islands rising straight from the sea could be seen from the window. At that point we knew we had made the right decision regarding our trip destination. Although a little nervous about traveling without any adults, the beauty of the islands and the friendly nature of the people put us at ease."

The group has wisely decided to ease into the island pace and climate, giving themselves two days to acclimate. After doing some research on the net (and picking our brains here at *Latitude*), they opted to camp out at the Cinnamon Bay National Park on the nearby U.S. island of St. John.

"The sun sets quickly in the Caribbean," recalls Zoë. "It just slips behind the horizon and it gets dark immediately. Night had just fallen when we arrived in the Cinnamon Bay Camp, and it was pitch dark. The taxi driver unloaded our ton and a half of bags and left us on our own.

"Our reservation slip was pinned to the bulletin board outside the office with a map to our campsites. It didn't look too far, so we all picked up our bags and started the trek to camp. But after about thirty seconds we realized it was too dark to see the path clearly let alone read the site numbers. Luckily some of the girls had thought to bring flashlights, but they

were all buried under mounds of tuna cans and towels and they were inaccessible. Luckily, after being on our own at our destination for about ten minutes, we meet a group of boy scouts from Ohio and asked to borrow a flashlight. All of a sudden the whole group of fifteen were at our campsite trying to help us settle in. They lit our lantern, carried our bags and laughed at our dinner of beef jerky, chocolate chip cookies and trail mix (the restaurant was closed). We had the boys flocking to us even before the



sun came up on our first day!"

"And for the remainder of the evening," adds Elena, "they stayed outside our tents to make sure the 'crazy man' singing in the tent next to us wasn't bothering us. The next morning we awoke to see the Bay for the first time in daylight — our first look at Paradise."

After two days of swimming, snorkeling and tanning, they caught a ferry to Tortola, where they rendezvoused with their captain, Ms. Pat Nolan, and settled in aboard their floating home for the week.

Skipper Pat, who normally runs instructional sailing programs for women of all ages (Sistership Sailing School), was a perfect choice for the multiple responsibilities this special charter required: chaperone, tour guide, and sailing coach. Running a big boat like a Moorings 4200 takes a bit of teamwork, and Pat set the girls to tasks the first day out. Dana re-





# OF CHARTERING



**High school was never like this. A week aboard a charter cat was a first for the whole group. Most "had never been on a boat without a motor before this trip." Skipper Pat Nolan, seated with arms on knees, kept them happy and safe.**

members their first attempt at snagging an overnight mooring:

"Sarah held the line, while I directed," Dana recalls. "Pat steered and Zoë attempted to snag the mooring with the boathook. 'Do you girls see the mooring on the left?' asked Pat. 'It's small and kind of difficult to see.' 'Yeah, slow down Pat,' instructed Sarah. 'Zoë, over here with the boathook!'"

"On the third unsuccessful attempt, the hook fell in the water. As the others watched it slip past the boat, Zoë dove in to rescue it. Finally, on the fourth attempt we mastered the skill of hooking the mooring.

"In celebration, we decided to check out

the action ashore at Cooper Island. We found the beach to be a quiet resort with an early-closing family restaurant. But being resourceful we searched the bay for. . . Pat asked some strangers, 'Excuse me, we are looking for, ah. . . 'A dinghy pump,' we quietly reminded her.' . . . eight eligible men," Pat corrected.

"Embarrassed and entertained, we all turned red and went on our way to the next boat."

The 4500 was roomy and comfortable, but since none of them had ever done anything quite like this, the subtleties of living aboard took some getting used to.

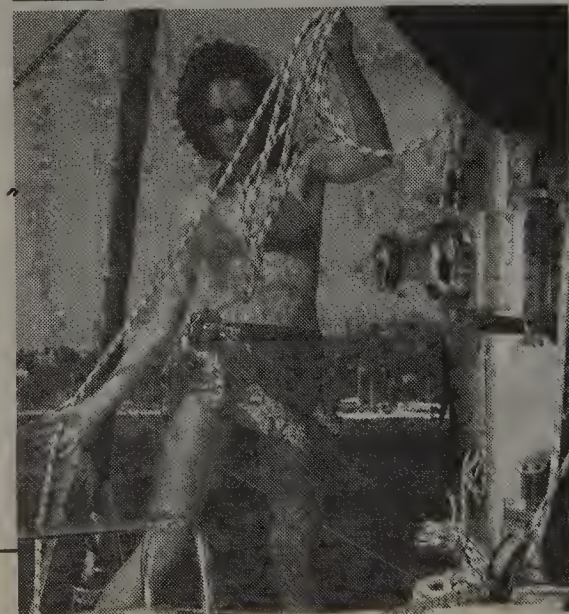
"I guess everyone familiar with spending any length of time on boats in the tropics understands that you feel like you need a shower pretty much all the time," says Zoë. "The air, decks and spray are all grimy with salt, and it is impossible to not feel the same way. After the first 24 hours when our captain realized we had already used up one of our two tanks of

fresh water, she told us how to conserve water by taking a 'sea bath' with liquid dish detergent, then rinsing off with the fresh water deck shower.

"It was twilight on the second night and we were moored at Cooper Island. We hadn't bathed all day so we decided to do it before it got dark. The talk of the island was the jelly fish that had apparently blown in from Jost Van Dyke and were now terrorizing tourists. (They tend to come in summer and fall.) Well, even though Liz had been stung on the beach earlier that day, we decided to risk a bath. We were in the first phase of bathing, the salt water dunk, and while swimming back to the boat, I felt something like fishing line wrap around her arm. I lifted it up in shock and saw clear, gelatinous tentacles wrapped from my elbow to my pinkie finger. Then I screamed and made everyone get out of the water. After wiping off the tentacles with a towel — and quarantining the towel — Liz and I debated peeing on the stings. They feel like wasp stings on my sunburned skin and apparently something in urine is supposed to neutralize it. We are good friends, but not *that* good of friends, so we made Pat go back to the bar and get some vinegar instead, which also works. I stopped my bath right there, but Laura and Elena finished theirs and gave the whole harbor a show bathing each other with the bailing scoop. From that day on, someone was always on jellyfish lookout duty when we swam or bathed."

It wasn't all so harrowing. In fact, most days were filled with fun: swimming, snor-

**"Coiling rope isn't the the most glamorous task," says Sarah. "But who says you can't look good doing it — check out Zoë."**





keling, learning to sail — and partying, Caribbean style. Since the drinking age is 18 in the islands (as in most of the rest of the world), the girls had their first opportunities to actually hang out in a bar!

Elena says, "One of the many wonderful experiences we were able to enjoy while on our luxury vacation was dancing the night away at Quito's, a local dance club and bar at Tortola's Cane Garden Bay. The wonderful island atmosphere allowed us to feel right in 'da mood' for dancing and having a good time. The music, which was provided by the owner, Quito, had the right reggae rhythm to dance and socialize. Two gorgeous bartenders mixed wonderful concoctions that went down like candy. The clientele was a mixture of local Rastafarians and international tourists all out for the same goal: to have fun."

"We were accompanied by three guys from Palo Alto," adds Ellie, "who, with the help of their mother's credit card, made sure we had an outstanding night. Though we girls had our boys to protect us from any trouble that might have occurred, there was no reason to worry because of the safe feeling that was given off by the staff of the club. We had the time of our lives dancing with new friends and trying new drinks. We would recommend this place to any family or single person, out for a good time in every way."

Because of the close proximity of the BVI's many islands, the girls visited many different islands and anchorages, but one of the most memorable highlights was their visit to North Sound, Virgin Gorda, home of the Bitter End Yacht Club.

"Before I went on this trip, I would never have guessed that my friends and I would be racing a group of guys aboard J/24s," says Laura.

"After partying a few nights with a couple of boys that we met at a bar, our local skipper, Pat, challenged their skipper to a race in J/24s from the resort. We all laughed as we imagined ourselves trying to manage a small tipsy boat, when most of us had never been on a boat without a motor before this trip.

"Although we took this challenge as a joke, the next thing we knew, Pat was sketching out a race course, setting, a starting time and getting all of us out on the water to practice. There was no way that she was going to let her girls lose to a bunch of frat boys.

"For the next hour, my friends and I worked on transferring our weight, fast

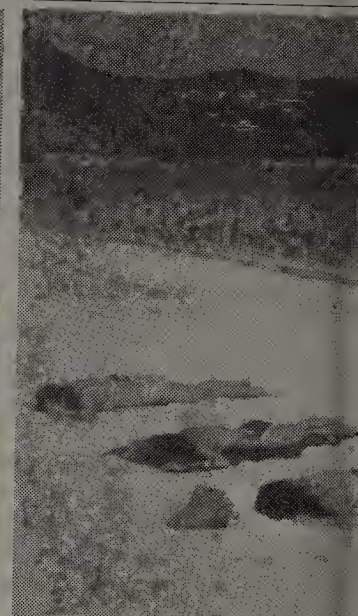
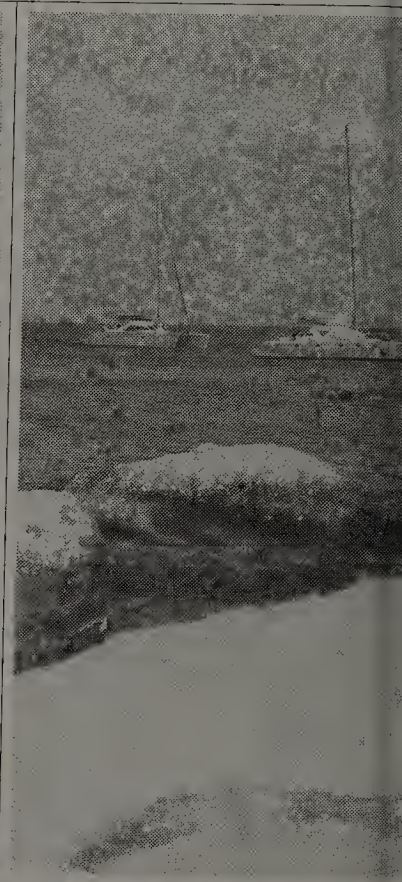
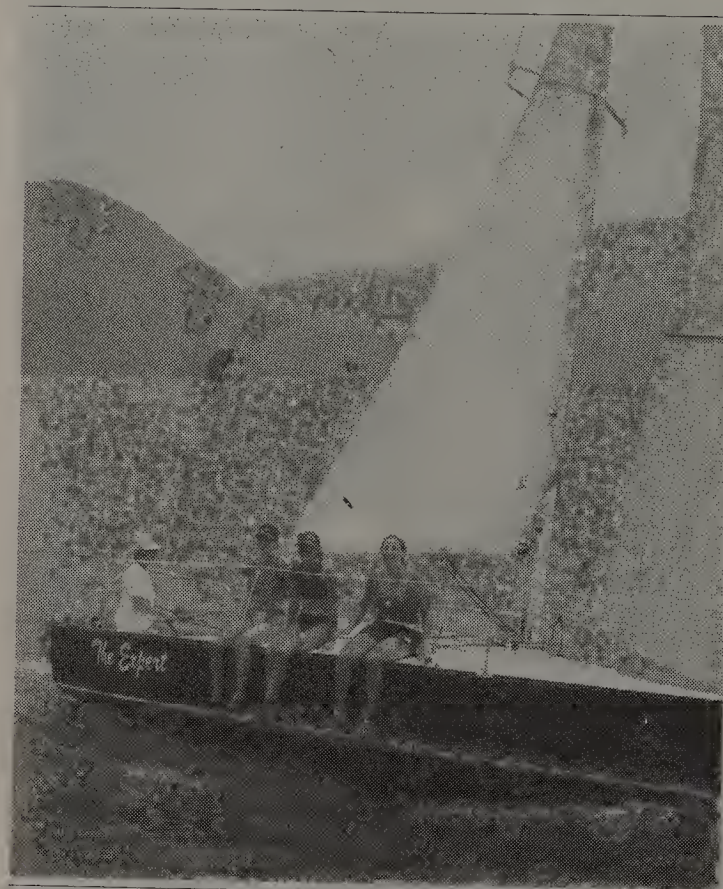
tacking, and teamwork. Meanwhile, true to their nature, the boys went to stock up on Heinekens. By the time they managed to get their beer and themselves into their boat, we were sailing like pros as we sang the 'We will rock you' song, just loud enough for our competition to overhear. The stakes were high, for whoever lost the race would be making dinner and buying drinks for the other team.

"As the starting time approached, we

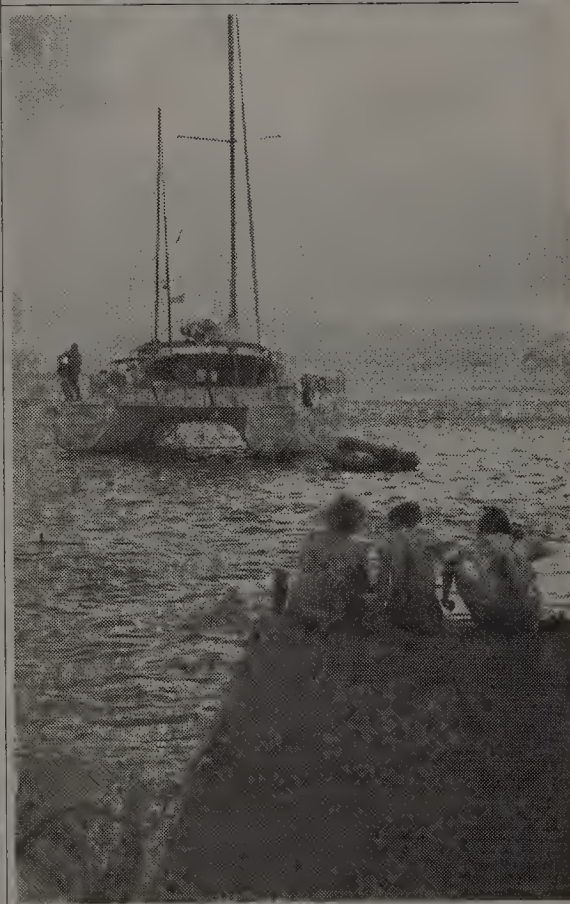
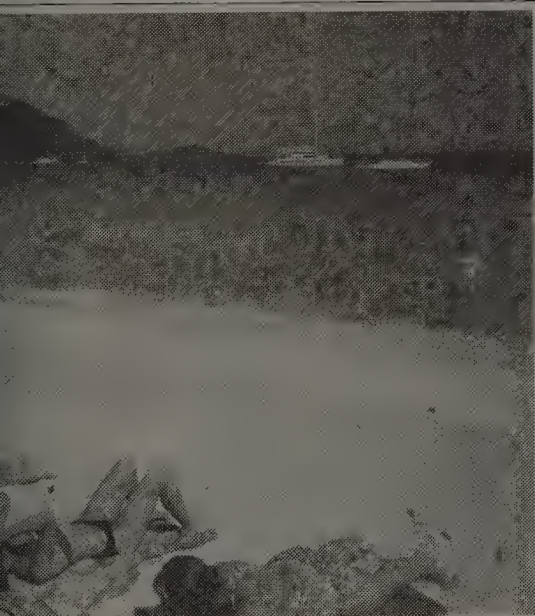
all looked around for the boys' boat. Finally we spotted them, spinning circles with their jib dragging beside them in the water.

"After making fun of the boys unprofessional sailing style, we decide to go investigate their situation.

"When we arrived at the chaotic scene, a six-foot-seven boy named Paolo, had his long arms and legs wrapped around the stern of the boat, holding on for dear life. His brother Arros was running frantically around the deck screaming at a







*A week to remember. Clockwise from upper left: Preparing for the big race on Gorda Sound; Elena and Laura at The Baths; Zoë and Dana raising the main; sipping . . . milk? . . . at Cane Garden Bay; checkin' the anchorage at Cooper Island; snorkel fashions with the frat boys; tanning in paradise; the gang getting loose with Quito.*

slightly drunken skipper, who seemed to have given up on the whole situation. It turned out that the sailboat rental staff had given the boys an extra large jib, making it impossible for them to sail correctly — so they said.

"Once my friends and I recovered from laughing, Pat told the boys to take down their jib and sail to shore with their main alone. Taking a few deep breaths, the boys managed to do what she said and made it safely to shore. Even though we never got to race, it was a day that will always be remembered — with a smile. Besides, all the girls knew in their hearts who the real winners of the race were."

As sailors, these young ladies were

pretty green. But by the end of their trip they'd learned a lot about the sailing life — and they'd had a load of fun in the process.

— latitude

## Charter Notes

The biggest news that crossed the 'charter desk' at *Latitude 38* this month, is that the name **Sun Yacht Charters** has been '**retired**', although the organization behind this long-established firm still remains. Ever since U.S. based Sun Yacht



# WORLD OF CHARTERING



COURTESY STARDUST YACHT CHARTERS

Charters entered into a joint marketing arrangement in 1996 with the French firm **Stardust Yacht Charters**, the exact nature of the relationship between the two firms has been a bit confusing — to journalists, and no doubt, also to consumers.

Much of the confusion, however, was due to the fact that their business relationship was evolving. Sun, which then only had bases in the Caribbean, was able to greatly expand its offerings by adding Stardust's many **European, Southern Caribbean and South Pacific** bases to its product list. By the same token, Stardust gained access to the thriving American charter market.

After two mutually-beneficial years, Stardust purchased Sun in the summer of 1998, but maintained the Sun name due to its long-established track record — over the years Sun Yacht Charters earned high praise in impartial consumer surveys. Today, explains U.S. Sales and Marketing Manager Steve McCrea, "We would like our customers to feel confident that we are one worldwide brand, provid-

*Beamy, comfortable and bursting with character, the square tops' ketch 'Hawaiian Chieftain' carries 47 passengers.*



**Long-established Stardust Yacht Charters has bases in the Med, the Caribbean, the South Pacific and the Indian Ocean.**

ing the same personal service and well-maintained yachts from Tahiti to Tortola."

**Stardust** is no newcomer to the industry. The firm has been offering bareboats since 1978. Today they operate a fleet of more than 400 monohulls and cats at **17 bases around the world — including the Indian Ocean**. American staffers can be reached at their Portland, ME, office: (800) 772-3500. Or check out their website at [www.syc.com](http://www.syc.com).

There has always been an ebb and flow in the international charter industry of new companies starting up, old companies being bought out and, occasionally, an outfit simply folds up its tent and calls it quits. But these days the industry seems extremely stable — especially compared to the 'Wild West' nature of the busi-

*Smoking across the Bay like a freight train trying to make up time, 'Second Life' is an ex-Whitbread racer that is a thrill to sail aboard.*

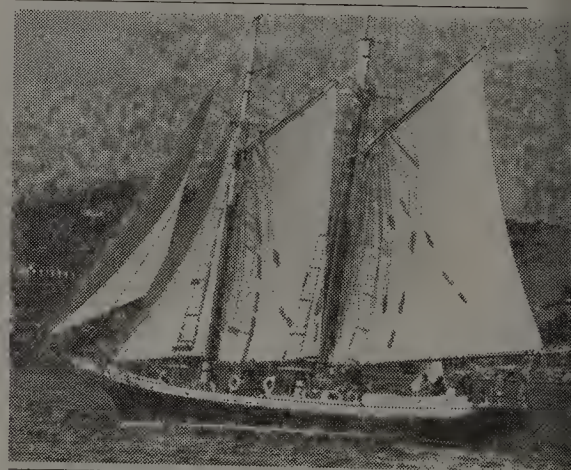


ness in the '70s and early '80s when small firms regularly went bust. Today, customers have valid assurances of quality from virtually every company that maintains a U.S. office, and also from many that don't. There are many **foreign firms** which operate good, solid charter businesses overseas, but have yet to reach out to the American market with local representa-

tion. Many West Coast charterers have used such firms with success, but, naturally, it is always a bit of risk in that your **options for recourse** should problems arise would be substantially different than when working with an office on American soil.

We mention this because with the Internet shrinking our world constantly — especially in terms of overseas product availability — vacation planners are bound to run into a wide range of intriguing charter offerings from unheard-of companies. Before you decide to work with one, we suggest you push for some good old-fashioned references. Ask for contact info on past American clients, or perhaps copies of client testimonials. Another useful investment in your peace of mind would be make a call to the actual charter base and having a chat with the manager on site (or, better yet, the maintenance guy) about the particular boat you plan to take out. Although head offices would *never* advise you to do this, the folks at the base don't usually mind having a quick chat with you. In a few minutes you will not only have the answers to all your 'nuts and bolts' questions, but you'll come away with a general impres-

*One of the sweetest traditional boats on the bay, the schooner 'Ka'iulani' cuts a pretty line. She carries 49 passengers.*



sion of how friendly and helpful the staff is — which is often a good indication of how well they do their jobs.

Turning to **the local charter scene**, if you've ever wanted to get a good look at the big **multi-passenger charter boats** of San Francisco Bay which we often mention in these pages, be aware that many of them will be participating in the first annual (maybe) **Fleet Week Tall Ships Parade**, at 11 a.m., Saturday, October 7 off the Cityfront. **Ka'iulani, Hawaiian Chieftain, Second Life, Adventure Cat** and others will be participating. Call (415) 331-3214 for a spot aboard.

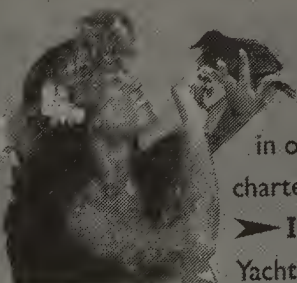


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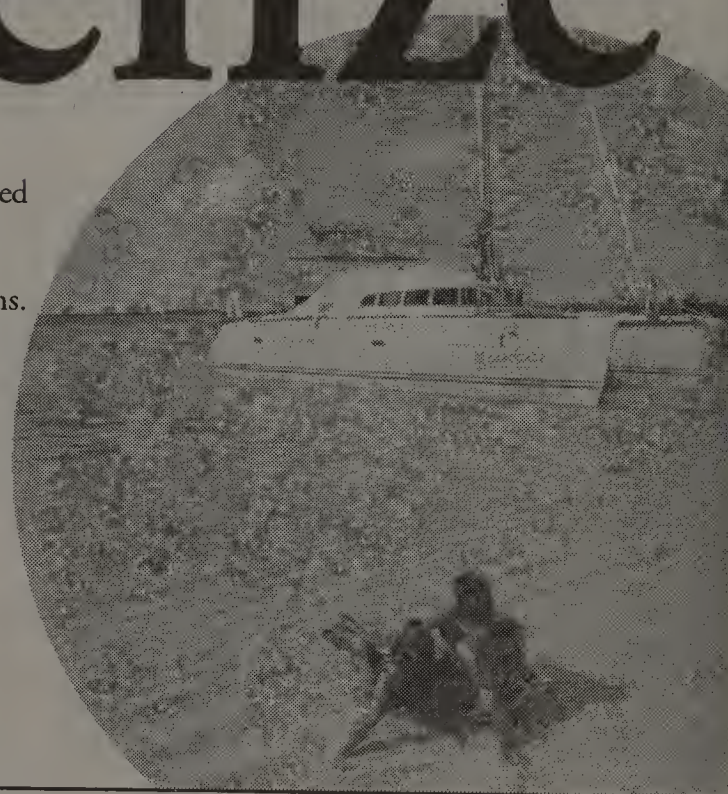
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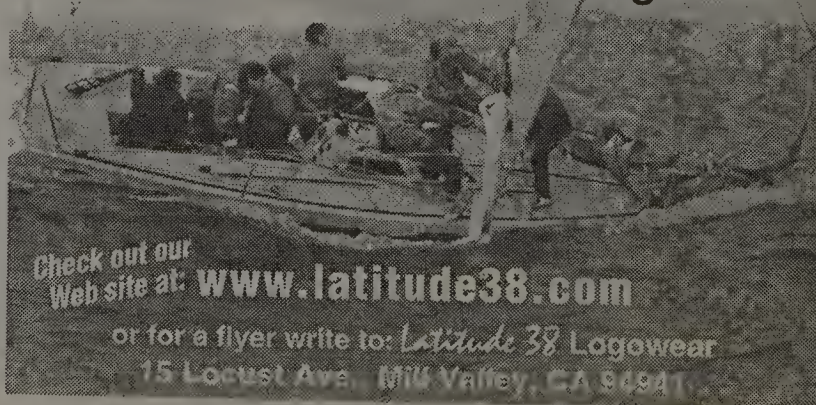
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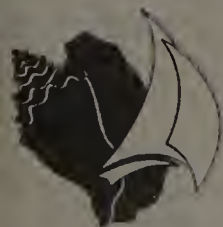
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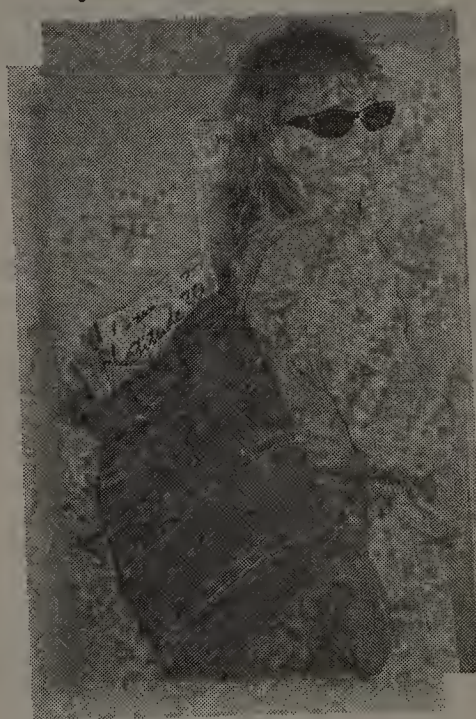
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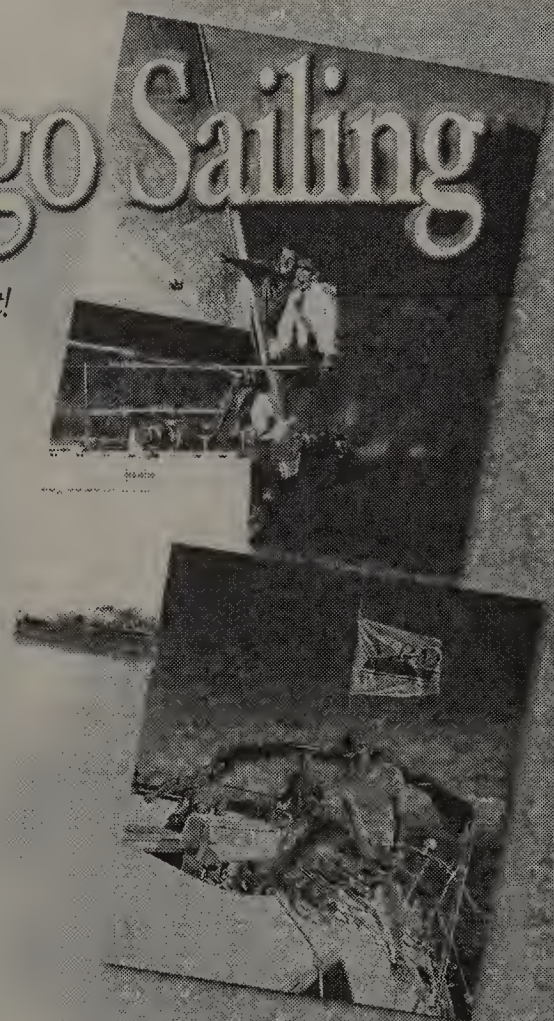
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# CHANGES

With reports this month from **Wandering Star** on getting boat work done in Mazatlan; from **La Roja** on the exquisite cruising pleasures from the Sea of Cortez to Costa Rica; from **Polly Brooks** on the Micronesian State of Yap; from **Coastbuster** on taxi tribulations in Loreto; from **Annapura** on adventures in the Louisiades Archipelago of Papua New Guinea; from **Saga** on returning home with the kids after two years of cruising; from **Catmandu** on Marina de Barrillas in El Salvador; and lots of **Cruise Notes**.

## **Wandering Star — Irwin 43 Bob & Renee Miller Boat Work In Mazatlan (Pt. Richmond)**

Prior to our departure in the '99 Ha-Ha, we focused on upgrading systems, electronics, rigging, and safety gear. Since we didn't have the time or budget, we deferred a lot of interior cosmetic maintenance. Besides, since cruising is really just working on your boat in exotic locations, we figured we could start on the interior in Mexico. Well, after four years of looking at wood that cried out for replacement, Renee found a boat maintenance company that makes house calls: Mazatlan Yacht Service. The company's owner, Claus, comes by every day and asks Renee what she'd like done to make her boat more beautiful.

Things are done differently in Mexico, and here's an example. Claus took us to a lumberyard where, instead of finding various moldings to choose from, there were huge chunks of wood — mostly cedar with some mahogany, stacked on a dirt floor. They actually rip the wood — right before your eyes — into the pieces you want. Then Claus's master carpenter, Joel — his name is pronounced to rhyme with 'noel' — brings his chisels and planes to our boat, and makes strips of

*The crews of Mazatlan Yacht Service and 'Wandering Star' pose on the dock. Mexico has the potential to be a major yacht repair center.*

molding right on the spot. He can whittle corner moldings out of a piece of wood in just a few minutes. So far, he's replaced countertops, sinks, shower walls, paneling and trim. Ricardo, Claus's lead varnisher, is a true artist with a two-inch and has made our interior look almost new again. Although both Joel and Ricardo are really talented and very well paid by Mexican standards, the cost is a fraction of boatyard rates in the States.

One problem is that supplies are hard to find in Mexico. The guys are always asking for epoxy, blue tape, foam brushes and varnish. If you don't bring these things with you, you have to buy them from the local chandlery — for about double U.S. prices. We've been thinking about bashing back to California and loading up with teak, epoxy, varnish, nylon zippers and chardonnay, but before we get that desperate, I'm going to see if I can get a spot crewing on a Ha-Ha boat in exchange for a small amount of cargo space. Let's see, the *Classy Classified* should read, "Two time Ha-Ha vet will crew for cargo space."

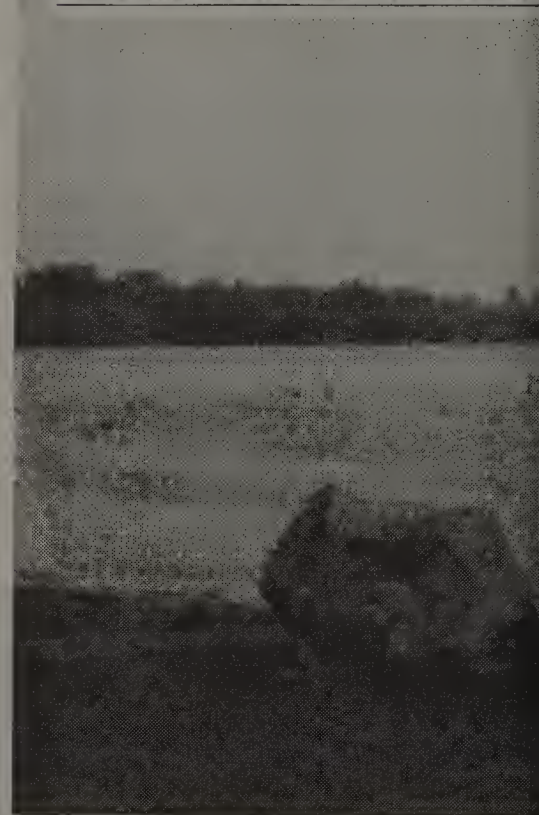
If anyone wants to contact Claus at Mazatlan Yacht Service, they can phone or fax (69) 82-4414. When in Mazatlan, they can call his boat *Elaine* on 68. Anyone who is looking for Ha-Ha crew can reach me at: wanderingstar@mail.com.

— bob 8/22/2000

## **La Roja — Roberts 44 Bob & Marjorie Lambert The Joy Of Sailing South (Channel Islands)**

We left our homeport of Anacapa Island Marina in Channel Islands Harbor in April of last year and have slowly been making our way south. We arrived in beautiful Costa Rica in June and plan on hanging out here through the end of hurricane season. As with most every other cruiser we've been privileged to meet, getting a copy of *Latitude* 'out here' is a real treat. And it's even more fun to read now because so many of the contributors are folks we've met along the way. Anyway, we thought it was time for *La Roja* to add her tales.

Our agenda for the last 18 months has been to take it real slow and enjoy each



place as we go — and this has proven to be a magical formula. We spent last summer in the Sea of Cortez. The abundance of sea life along with the beauty and tranquility of the area was awesome. Almost every night we fed ourselves as though dining at a smorgasbord of the sea. We often had choices: triggerfish, grouper, mullet, yellowtail, dorado, sierra, as well as many varieties of rock fish. The shellfish menu was equally abundant, with lobster, clams, oysters, pinheads and scallops. We often would discuss what we wanted for dinner before heading out so we could be selective in our kill, and we almost never came back empty handed.

We sailed — yes, sailed, which is what we try to do at every opportunity — as far north as Refugio above Bahia de Los Angeles. All along the way we enjoyed the friendliness and hospitality of the people. In Agua Verde, we were invited to a *quincinero*, which is a coming-out party for young ladies. In Santa Rosalia, we sat in the street watching the De La Hoya/Montoyo title fight on a television propped



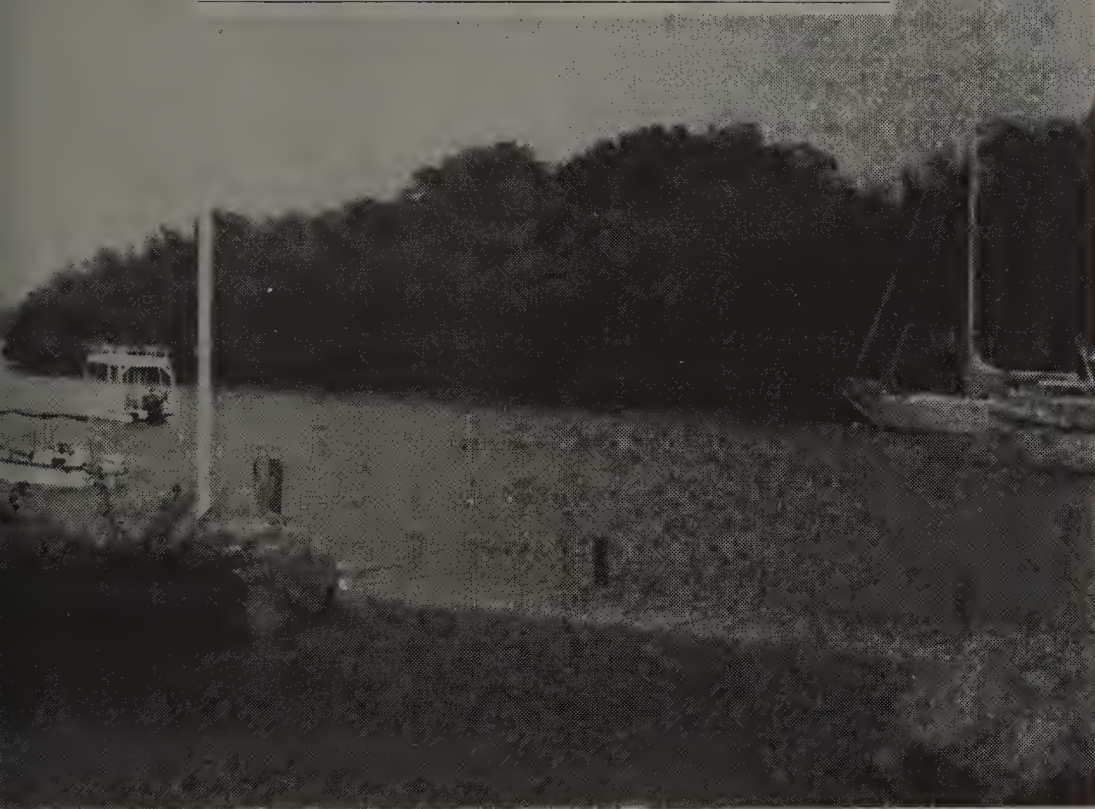
WANDERING STAR



# IN LATITUDES



ALL PHOTOS COURTESY LA ROJA



**Top left; 'La Roja' in the Sea of Cortez. Top right; Bob and Margie. Spread; The Barillas Marina Club in El Salvador, a real haven for cruisers.**

up on a fence. In Bahia del Los Angeles we attended a pig roast. At Lomona we swam with whale sharks. At Refugio, we delighted in the sights and sounds of huge numbers of sea lions. And throughout the sea we often sat mesmerized by the beautiful sunsets as manta rays and pelicans played in the background. We reluctantly took our leave in September, promising the locals — and ourselves — that we would return the next summer.

Once we made the crossing to the mainland, however, we found more magic! We spent the next seven months enjoying the beauty of mainland Mexico and the warmth of her people. We stopped at isolated anchorages where we were the only boat, and we also stayed at luxurious marinas where we were totally pampered. When we travelled by bus, we often found ourselves sitting next to chickens or buckets of fish while being serenaded by a guitar-playing singer. We attended many

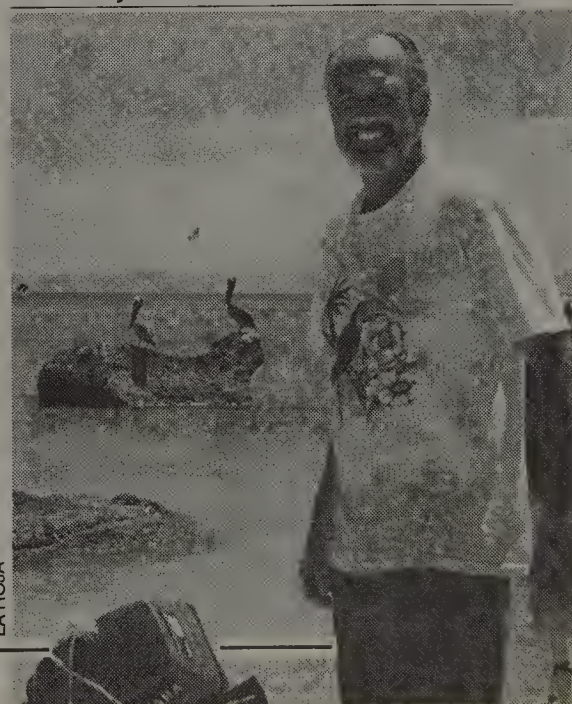
a street party, and marveled at the colorful parades with many simple but well-decorated floats depicting the Christ child — while the masked demons danced alongside. We were invited to local houses for meals, and marveled at the generosity of our hosts. We dined at wonderful restaurants, but also had food from street vendors that was equally delicious. At one cockfight we were the only gringos, and learned how to bet on the different games. We rode a *panga* through the jungle to a crocodile farm; took local children and their parents sailing; rode in the back of pickup trucks; and laughed and danced at many a *fiesta* until the early hours of the morning. We were awakened by the music of bands playing on the beaches in small towns, practicing for yet another *fiesta*. We sat atop fences enjoying rodeos and cheered at many a local soccer game. When we finally left Mexico — after making our way through the dreaded Tehuantepec unscathed — we were filled with wonderful memories of incredible people and places — and again vowed to return soon.

When we lowered the Mexican flag and

raised the Guatemalan flag, it was almost a year to the day that we had left the United States. Some of the boats leaving Mexican waters elected to head straight for Costa Rica and bypass the 'forgotten middle'. In retrospect, we're so glad that we decided to continue trekking slowly and thus stop at Guatemala, El Salvador and Nicaragua. They are not to be missed. In Guatemala, we took the bus from Bahia Naval to Guatemala City, which while very busy, has a number of historical buildings and museums. Our next stop was Antigua, which was like stepping back in time. We stayed there for three days, and will visit again from the Caribbean side.

We add our voices to cruiser chorus praising the loveliness of Barillas Marina in El Salvador, and the generosity of its owner, Juan Wright. There is only one word to describe our experience there: "Wow!" From even before we arrived, we were treated with love and respect. Somehow word had reached them that we were experiencing engine trouble, so Ameritas, one of Wright's employees who speaks fluent English, worked on her day off just to be able to assist us! She was genuinely concerned, and actually contacted us by radio before we contacted her. She did not relax until we were safely tied to one of their moorings. When we dinghied over to meet her, she tearfully welcomed us. I know this will sound overly dramatic, but I feel that Ameritas exemplifies what all of humanity should strive for: unconditional love. She treats each and every cruiser that comes through with the same level of love, concern and graciousness. And she is just one of Wright's many em-

**Like many cruisers, Bob, snorkel in hand, enjoyed living off the bounty of the Sea of Cortez. The variety is edible — and incredible.**



LA ROJA



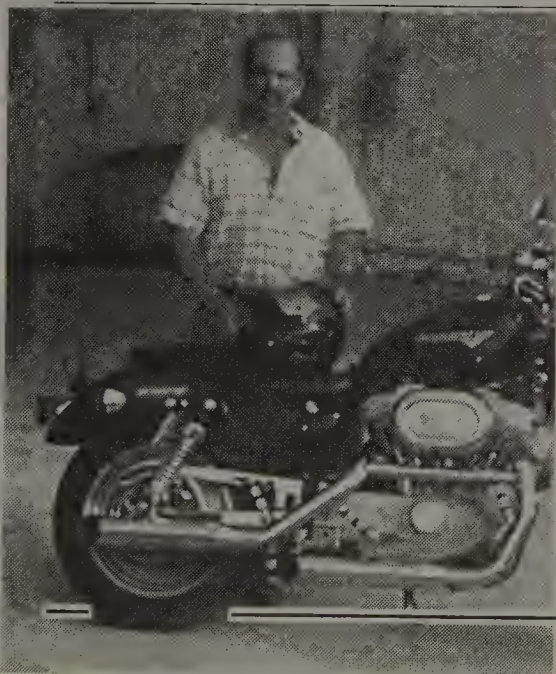
# CHANGES

ployees who share that attitude.

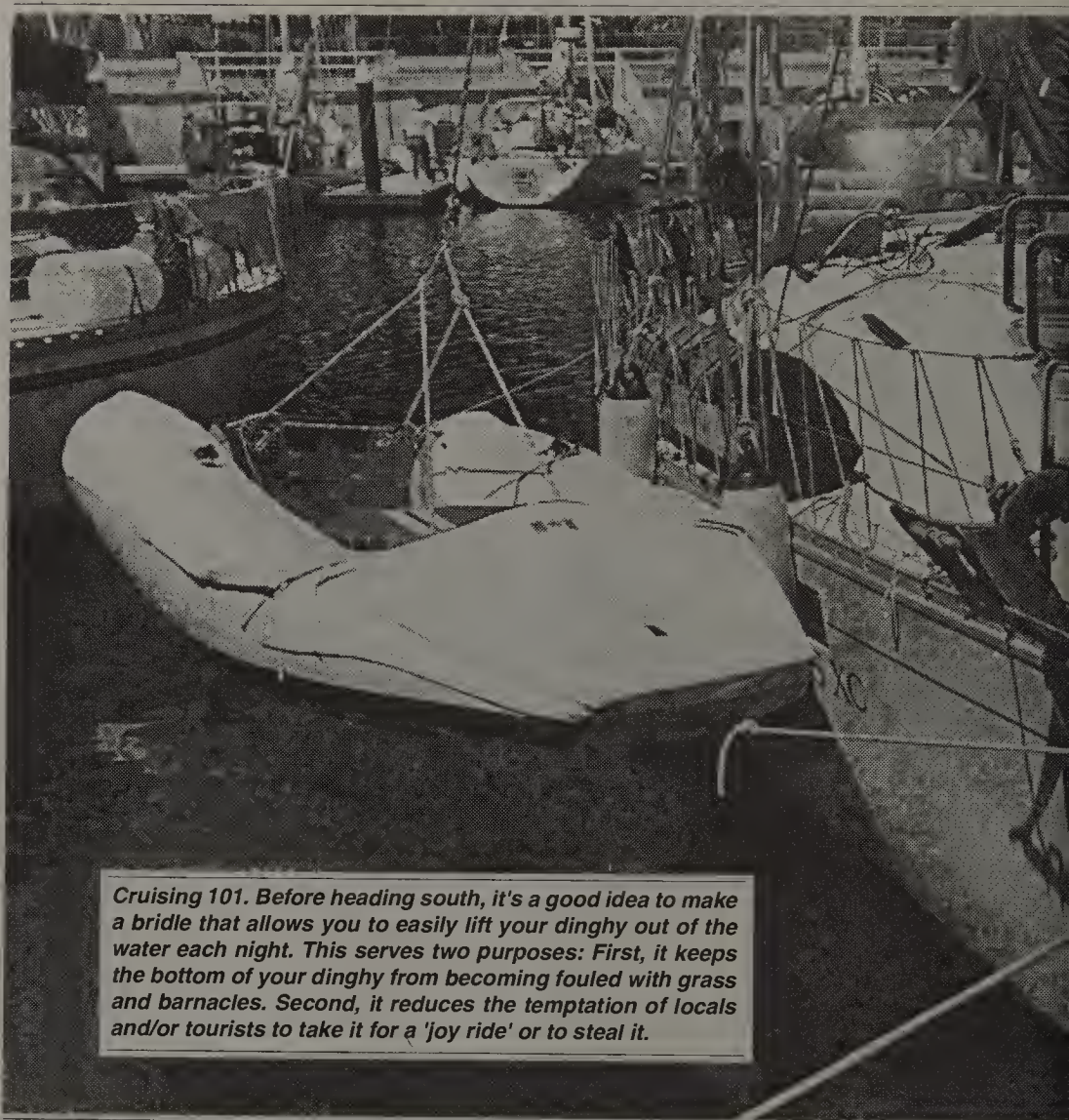
Our stay at Barillas Marina lasted a month. We were flown back and forth to the capital of San Salvador in Juan Wright's personal plane; stayed at his condo and were treated to an incredible dinner with five waiters anxiously waiting to fill every cup and plate; and were assigned a personal driver to chauffeur us around town. The driver, Hector, then took us to Juan's beautiful lakeside home high in the mountains, where we spent a week. We felt like royalty — but protested that we couldn't continue to accept all his generosity. "Do you want me to lose my job?" he responded. So we sat back and enjoyed ourselves, as to do anything else would have been insulting. We later rode in a caravan through the jungle to watch a man call monkeys out of the trees; we attended a native's 100th birthday party, and were honored to be one of the first Americans the townspeople had ever seen. We also rode in a high speed *panga* to a beautiful white sand island, where we basked in the sun and we were also privileged to meet the President of El Salvador!

When we were finally able to pull ourselves away, we decided to bypass Nicaragua and head straight for Costa Rica. As we set out under perfect sailing conditions, we jokingly asked each other, "Wonder what the traffic is like on the 405 today?" Within hours the sailing conditions took a turn for the worse, as we had strong wind and current on the nose with occasional squalls. At times we were down to two knots and less. Two days of battling these conditions wore us out, so we decided to pull into the 'No Name' anchorage in Nicaragua. We hadn't heard great

*Visitors to El Salvador's Marina Barillas have been overwhelmed by owner Juan Wright's hospitality. He's seen here with his Harley.*



LA ROJA



*Cruising 101. Before heading south, it's a good idea to make a bridle that allows you to easily lift your dinghy out of the water each night. This serves two purposes: First, it keeps the bottom of your dinghy from becoming fouled with grass and barnacles. Second, it reduces the temptation of locals and/or tourists to take it for a 'joy ride' or to steal it.*

things about the anchorage, but figured it would at least give us a break. However, adverse winds and current were so strong that it took us nine hours of tacking to make the final 20 miles! By that time we both agreed that the 405 would have been preferable that day. We finally made it into the No Name — and were delighted to find a calm and pristine anchorage. We sat on deck that night watching the thunder and lightning in the distance, sipping our boat drinks and repeating, "Aren't we lucky not to be out there!" We ended up staying at the No Name anchorage for three days. There were a few locals fishing, and they were very pleasant. Two teenage boys showed us how to hunt octopus, then gave us one — along with detailed instructions on how to prepare it — for dinner.

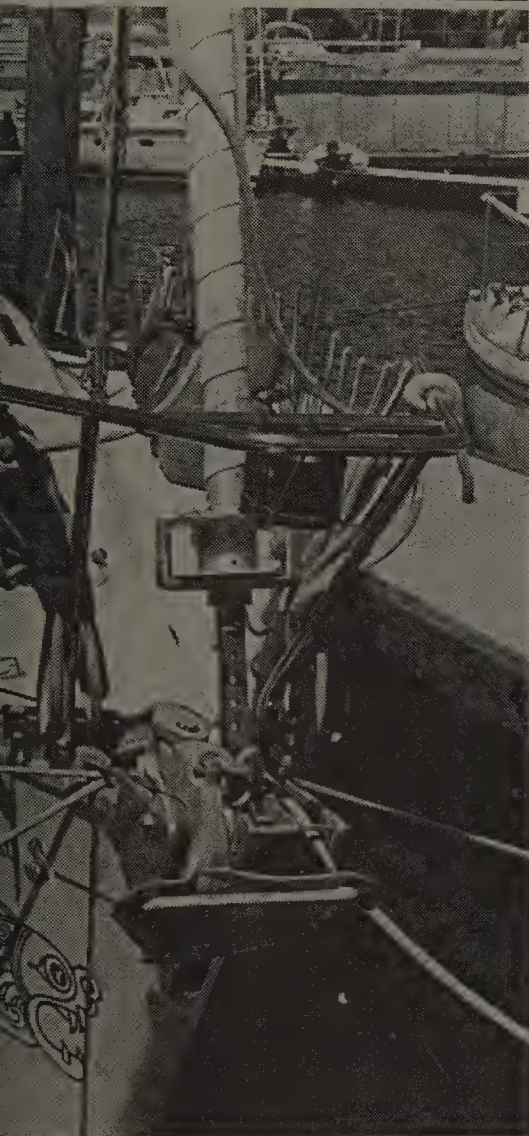
After heading back out, we decided to stop at Bahia del Sur, the last anchorage in Nicaragua. It was a 20 mile sail to get there, and we had one of our most exhilarating sails to date! With 20 knot winds forward of the port beam and flat seas, we occasionally hit 8.5 knots. Along the way we played tag with the Passage 52 *High Drama*, and marveled at the beautiful coastline. We dropped anchor in Bahia del Sur in less than three hours.

Despite rumors to the contrary, the Port Captain turned out to be most helpful. He told us that if we stayed right in town, he would sign our *zarpes* from El Salvador as a stopover, and not make us go through the entire check-in process. While the town of Bahia del Sur was charming — colonial architecture and very clean — it was quite rolly out on the bay and lots of boats were on questionable moorings. In fact, we watched one sink. So we left after two nights. But we promised that we'd return — by land — as it's easily accessible from Costa Rica.

We left Nicaragua on May 31, and while having a beautiful wing-on-wing sail, entered Costa Rica. What a jewel! We stayed in Bahia Elena for a week, enjoying the sounds of monkeys and parrots, and swimming in the beautiful water. Some fishermen came up to the boat and gave us eight lobster tails. When we asked them what they wanted in return, they said a jug of water. When we threw in some baseball caps, their smiles of delight lit up the anchorage — and our hearts. We were hooked!

We're now in Playa Panama, Bahia Culebra, anchored off of Hiram and





LATITUDE/RICHARD

in the anchorage right now and we all leave our dinghies on shore unattended — and not one of us has had anything stolen. And we don't know of anybody that has. Not only that, but we left *La Roja* on the hook for six weeks while we flew back to the States on business. *Dog Beach* and *No Komis* also left their boats for several weeks for trips back home. Another cruising couple has rented an apartment nearby and has left their boat on the hook while local people work on the engine. At one point, there were three unattended boats here for one reason or another and no one bothered any of them. I'm sure bad things can happen here, but no more so than anywhere else. We have also found the *Tico's* — what the Costa Ricans call themselves — are incredibly friendly and helpful.

As they say in Costa Rica: *Pura Vida!* Thank you for letting us share *La Roja's* story!

— bob & marjorie 8/10/2000

*Bob & Marjorie — Thanks for your terrific Changes. We think you've got the perfect cruising attitude. However, we'd be remiss if we didn't point out that Costa Rica has a long history of petty crime such as theft. This may not be the case up at Playa Panama, but it has been further south in more populated areas such as Puntarenas, the capital of San Jose, and Golfo.*

## **Polly Brooks — Islander 37 Kirk & Cath McGeorge Guam To Yap (Honolulu)**

After over two years of slaving and saving in the United States Territory of Guam, my mate and I decided that we should drum in the new millennium free of the burden of employment — so we walked away from our jobs on the last day of the 20th century. Then we turned our focus on preparing *Polly Brooks* for an extended voyage that we would begin two months later.

On the evening of February 28, a motley assembly of marina neighbors, friends, strangers and wharf rats bid us *bon voyage* as we steered off into the sunset. We were accompanied by our old friend Barney, having shanghaied him from a Marianas YC party only several hours before! As for *Polly Brooks*, she was in the best shape ever, with new solar panels, refrigeration, head, engine, stove, autopilot, GPS, EPIRB, ham radio, computer, inverter, breaker panel, chain plates, barrier coat, bottom paint, anchors, dinghy, gas BBQ and much, much more. Guam

had been good to us economically, professionally and spiritually. I have the feeling we'll be returning there some day — as long as a typhoon or earthquake doesn't knock it into the Pacific.

When Guam had diminished to nothing more than a twinkle astern, we took notice of a pair of white lights far in the distance on our starboard beam. I figured it might be a large motor vessel coming into a crossing situation, so I flicked on the new radar and plotted our first moving target. It was just over eight miles away. As I continued to monitor the situation, the other vessel changed course slightly to put us in a classic collision course. Since we were motorsailing, we were the burdened vessel, so I reduced our speed by half and switched on our foredeck lights. I figured the other vessel to be one of the many Chinese longliners that fish these waters, and expected that our reduction in speed would allow the other vessel to pass in front. But they stayed on a collision course. When we got within two miles, I decided it was time to take significant action, and made a big right hand turn to show them our red light. When we eventually passed port to port under a full moon, our new binoculars revealed the other vessel to be a U.S. Coast Guard Buoy Tender!

I hailed them on 16 and informed them that we were a yacht bound from Guam to 480-mile distant Yap. They gave us the once over on the radio and admitted they'd been tracking us. They said they were investigating why we'd been "sailing erratically and showing improper lights". I told them we had only taken the necessary steps to avoid a collision, but was in

*Judging by the look of disdain on the one woman's face, not all Yappese are thrilled with the sharing of their traditions with outsiders.*



POLLY BROOKS

China's Costa Cangrejo restaurant. Hiram and China operate a poor man's version of Juan Wright's Barillas Marina in El Salvador. Not only do they offer wonderful hospitality and fantastic food, but they also arrange different activities — such as horseback riding, trips to the river with catered food, canopy rides and so forth. They also make diesel and gas runs, and have water, showers and laundry facilities. The anchorage is so calm and protected that locals bring their boats here for shelter during *papagayos*. Each morning we've been entertained by dolphins, and dorado literally swim around our boat. We haven't figured out how to catch them yet, but we will! It rains about 40 inches a year here, which is about a fifth as much as it does further south. China gives the cruisers Spanish lessons on Friday mornings for the price of *desayuno*, and salsa lessons at night. They also have cable TV, so we get our CNN fix. There just doesn't seem to be any reason to hurry along!

In a previous *Changes*, one cruising couple said that everyone they'd met in Costa Rica had either had things stolen or knew some that had. We have six boats



# CHANGES

no mood to get in a debate with them. They shadowed us for the next two hours, showing us their red sidelight the entire time. I expected an armed boarding party at any time, but they finally turned away to leave us in peace under the stars once again.

It turned blustery the following morning as we charged ahead under full sail in rolling seas. It was Cath's first offshore passage on a monohull, and she woke up looking seven on a green scale of 10. She fought hard to stay horizontal while Barney and I swapped watches for the next 24 hours, catching a few winks and a few fish while marching along at a steady six knots. Polly rolled like a drunkard in slow motion for the entire downwind passage.

We arrived at Yap just before dawn three days later. We were a bit bruised from flying about inside of the boat, but were nonetheless in good spirits for having survived our first 'trial by water'. For those keeping score, we hooked eight mahi mahi, but lost five, threw one back and ate two during the 80-hour tropical sleighride. But most important, nothing broke!

The channel into Yap is — like that of most ports — lined with a scattering of new and old shipwrecks. These always serve as a testament to the value of good seamanship. After hailing Yap Harbor Control, we were instructed to drop the hook right in the middle of downtown at the Marina Restaurant. Believe me, it's *the* place to be in Yap. We dinghied ashore and met Capt. Serfer Single, the Harbormaster. Clearing into Yap, one of

*Having slaved and saved in Guam for two years, Kirk and Cath are enjoying their adventure. By the way, the woman on the left is not Cath.*



POLLY BROOKS

the Federated States of Micronesia, was a comfortable process conducted over fresh brewed coffee in the restaurant. The total cost was a onetime fee of \$25 — which was good for all of FSM. The marina restaurant facility had a pair of dinghy docks, a shower, a dive shop, cold beer and great food. Also within staggering distance of the anchorage are a bank, hardware store, fuel dock, grocery, visitor's center, and the famous O'Keefe's Pub.

Capt. Single insisted that we stay for the Yap Days Celebration the following week. It didn't take much to convince us. Plus, I reckoned that it was a good idea to start off on the right foot by falling behind schedule right away as opposed to putting it off.

Yap is a clean and lovely island, and the locals are very hospitable. The Yappese cling proudly to their ancient cultural traditions. As such, it was not uncommon to see men and women of all ages at the post office and markets dressed in simple outfits. The men, for example, in just loin clothes. And the ladies wearing little more than a grass skirt and a flower lei. Everyone wore flowers in their hair and chewed betel nuts, which resulted in friendly — but bloody red — smiles. The Yappese have a long history of canoe building and living from the sea, so they really warm up to you when they learn you have arrived by boat.

The island has a state-run haulout facility — which can handle vessels up to 90 tons — and it's a bargain. Capt. Single says it's a one time charge of \$75, but no fee for extra days. You just have to be sure you bring your own supplies, as bottom paint and epoxies are in limited supply on Yap.

The Yap Day celebrations turned out to be a simple celebration of the peoples' ancient ways. This year the festivities were held in a tree-lined park at the site of an old Men's Long House. I have to admit that I became noticeably flustered when offered a pair of young coconuts by a young island girl wearing little more than a grass skirt and smile. Everywhere we turned there was delicious food to eat. Throughout the day there were spear throwing, stick fighting, basket weaving and coconut tree climbing competitions. The highlights, however, were the traditional dances performed for the assembly of chiefs from the outer islands. There were war dances, children's dances, and chanting dances depicting their seafaring past. In one dance, there were 100 women swaying, clapping and chanting the heroic tales of loved ones returning home after treacherous voyages to islands



far beyond the horizon.

With full tanks and bellies, we weighed anchor on the afternoon of March 2. After a week of recovery from the noise, grime and crime of Guam, we continued sailing into the sunset further away from Western society toward adventures in the Philippines and Borneo.

— kirk & cath 9/15/2000

**Coastbuster — Lagoon 410 Cat**  
**Russ & Sandy Elsner**  
**Loreto — Puerto Escondido**  
**(Huntington Beach)**

Thanks for publishing our letter about electrical problems with our boat and then our haulout from hell in Mazatlan. If it seems as though we've had nothing but problems, cruising is a mixture of good times and trying times. But from the beginning, we've considered this an adventure, and we're better cruisers for our experiences, as it's made us enjoy the good times even more.

Speaking of good times, let us tell you about going to 'taxi jail' in Loreto, Baja. David and Kathy from *Takeitez* borrowed



# IN LATITUDES



COASTBUSTER AND ANNAPURNA

**Annapurna — Hans Christian 48  
Buddy and Ruth Ellison  
The Louisiades Archipelago, P.N.G.  
(Sausalito)**

We're not leaving for Indonesia until 2001, so we're travelling around Australia this year and next having a great time. For instance, we visited Rubyvale to go 'fossicking' — which is the Aussie term for prospecting. But we could have also gone to Emerald or Sapphire, two neighboring towns supposedly teeming with sapphires. Sapphires are mined here, and in addition to blue, come in pink, yellow, green, and a mixture of greens and blues. At Forever Mines we paid \$15 for four buckets of dirt that was supposedly heaping with sapphires that would be ours to keep. We sifted through the dirt, washed it, then picked through the rocks with large tweezers. At the end of four hours we'd come up with about 20 little sapphires. None were good enough to cut and polish, and one miner told us "they'd be perfect to put in a fish tank". But we'd had fun.

Our final Australian destination for the year was to be Townsville, about 800 nautical miles north of Brisbane, where we started. We stopped at some wonderful anchorages on the way, but basically rushed up because we'd been told that the Whitsundays are the premiere resort and beach area of Queensland. But we were disappointed in the Whitsundays, as the weather wasn't warm enough to enjoy snorkeling or diving — or even dinghy rides, for that matter.

It was also on a short passage from a Whitsunday's marina to a safe anchorage from the southeasterlies that were blowing 30 knots that we had a huge mishap. Having been out cruising for nearly four years, you'd think we'd get things

*It doesn't matter if you don't speak their language, it's always easy to make fun with kids. This is Ruth and some P.N.G. kids.*



ANNAPURNA

**No matter where they go, from Mexico to the Louisiades Archipelago, the Ellisons enjoy sharing cultural traditions. Inset; The Elsners.**

a truck from a local cruiser to take them and us the 20 or so miles from Puerto Escondido to Loreto. We knew that the one-way taxi fare for the 15-minute trip was \$15, which we thought was a lot of money. We also had heard that some of the local taxi drivers, fearing a loss of fares, had the local police haul cruisers in for not using the local taxi service. We never thought we'd get stopped, and besides, what kind of law was that anyway?

Well, after we'd been in Loreto for about an hour and stopped at five or six places to spend our pesos, a male and female police officer kindly invited us to the police station to talk to the chief! They were nice enough, however, to let us finish our fish tacos. A local *norteamericano* fluent in Spanish offered to accompany us, and we accepted.

Our meeting with the chief was a little confusing as he didn't really seem to have his heart in it, but he suggested that local cruisers were not supposed to have

their friends drive them into Loreto in their own cars, but should use taxis. David wanted our interpreter to push the issue a little to find out what law we had supposedly broken, but she refused to rock the boat. It might have been the smart thing to do. We also skirted the fact that we'd contributed money for our ride to town. We must point out that the police never asked for money and were very courteous. We didn't feel threatened and we didn't see the inside of the jail.

Locals tell us that being encouraged by officials to take the taxis is nothing new — it supposedly also happened two or three years ago — and it can be stopped by going to the Department of Tourism. But ours was apparently the third incident of the year, and we heard there was yet another one after we left. We consider this to have been just another adventure for *Coastbuster*, and I am sure *Takeitez* feels the same way! Loreto is a great town and Puerto Escondido is full of very helpful cruisers. We are just beginning to enjoy the outer islands and will have no problem getting another ride into Loreto. The adventure continues!

— russ & sandy 8/15/2000



# CHANGES

right, but it seems that on every passage there is something we forget to close, lock or put away. This time we didn't lock the overhead hatches in the salon, so when a monster wave hit us from starboard, we not only got drenched in the cockpit, but the force of the wave knocked the dinghy off its cradle, sent a few gas cans aft and blew open the hatch. The gallons of water down the hatch splashed all over our new cushions and everything else. What a mess! Luckily the wave had come from starboard rather than port, otherwise all the navigation instruments — including my computer — would have been ruined. I guess we need to sail a few thousand more miles before we think of everything.

While at the Breakwater Marina in Townsville, we met up with some old cruising friends and also heaps of Australians planning to cruise to the Louisiades Archipelago in Papua New Guinea that winter (northern hemisphere summer.) We thought we were going to be alone. In June we checked out of Oz and sailed 600 miles northeast to the Louisiades. The trip wasn't the worst or the best, but we — and especially Ruth — have come to the conclusion that passagemaking isn't our favorite activity. The end result, however, is definitely worth the effort.

It blew 25 to 30 knots until we turned into Panasea, our first PNG anchorage. There was no one else in the anchorage — or for 20 miles. The weather was wonderful, and the water crystal clear and calm. We didn't do too much swimming, however, as our friends from *Seattle Star*, who had been there the previous week, had spotted two crocs close to where we dropped the hook. That quelled our interest in snorkeling and swimming. Nonetheless, it was wonderful to be back in cruising mode on the hook in the tropics: no towns, no phones and no television. We enjoyed being self-sufficient, baking our own bread, hand-washing what little

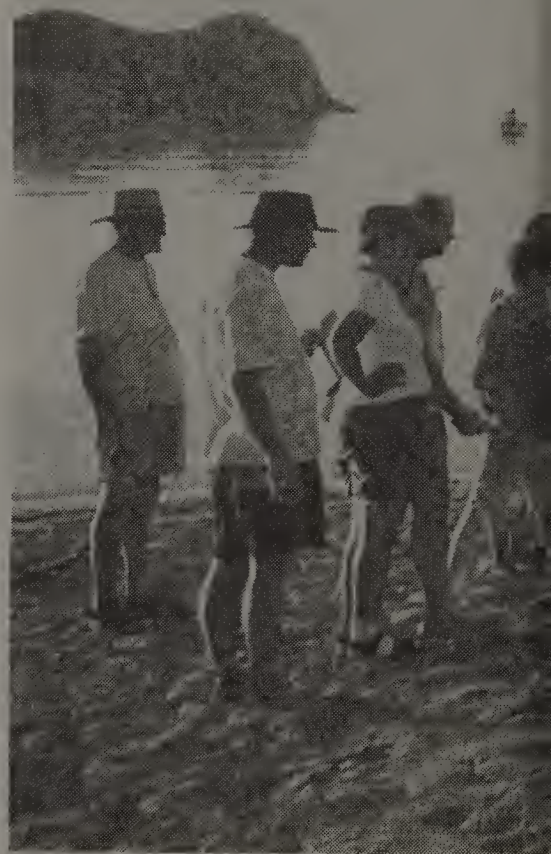
clothes we wore, making our own water, and conserving as much of the boat's energy as possible. We might have been living simply, but the locals had it far worse: dirty water, sores that won't heal, lots of disease, and destructive cyclones.

After four peaceful days at Panasea, we sailed the short distance to Motorina and met up with our friends on *Seattle Star*. This anchorage, like all the rest, had a little village right on the beach. We dinghied ashore to pay our respects and bring in some bags of goodies such as books, plastic containers, paper and clothes. The locals were very different from those we'd seen in Tonga, Vanuatu and Fiji. The men, in particular, were appalling to look at. They chew betel nut, which turns their mouths, teeth and gums a bright orange color. At first glance it looks like blood.

First, they bite off hunks of betel nut, chewing it to a pulp. Then they tear off a small piece of pepper plant and dip that into powdered lime they make by grinding up coral. They throw it all in their mouth and chew some more, getting a mild narcotic buzz — and perhaps staving off hunger. It's the Asian equivalent of smoking a joint. Some of the women and teenage boys also chew. An old fellow by the name of Elijah had the most gruesome set of teeth — or what was left of them. He had no gums that we could see, and the few teeth he had left seemed to grow right out of his face like fangs, above and below where his gums used to be. But his smile was a mile wide!

Although these people had no material possessions to speak of — their clothes, for instance, were mostly hand-me-downs from yachties — their houses were built on stilts and were quite sophis-

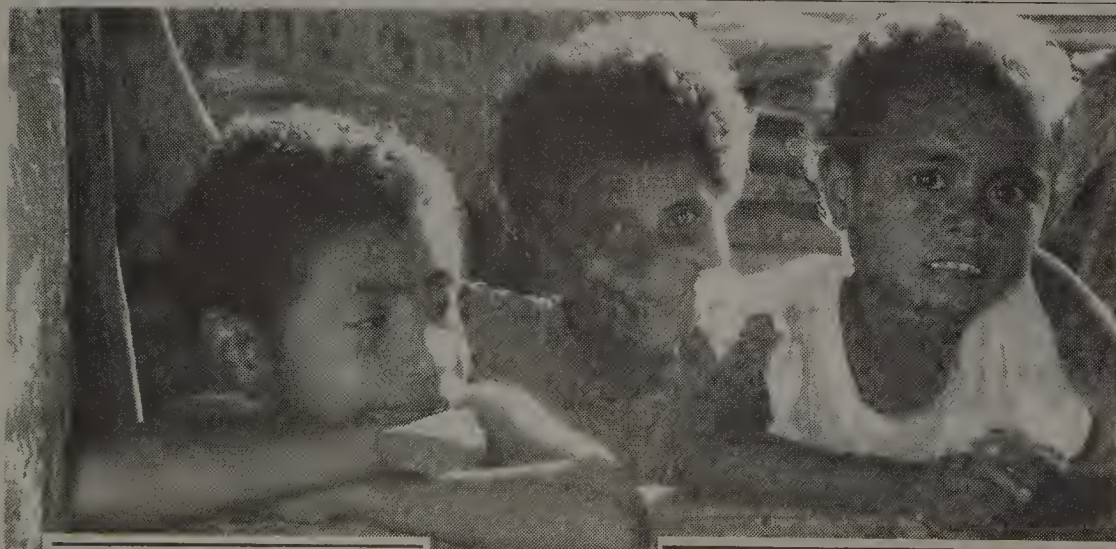
***These three small children in the Louisiades Archipelago may not have many material things, but they've got big eyes and cute smiles.***



ticated. As we had done at other villages, we brought prescription eyeglasses to pass out. Those with bad vision were thrilled to be able to see better and read — mostly the Bible — once again.

Things were completely different at Bagaman Island, our next stop. We'd been warned that Chief Gulo would show up with outrigger canoes the minute we dropped the hook — or even sooner. He was indeed punctual and brought a model of an outrigger canoe that he had carved. Money is of no use to these villagers, so we gave him a pack of cigarettes, some sugar and a box of matches. About an hour later Samuel, a young man from another village, brought us an outrigger canoe that he had carved. He said he didn't want anything in return. The catch was that he returned every day after, asking for something. Later on we learned that there was considerable hostility between Chief Gulo and Samuel's clan that lived through the bush, over a hill, and down a beach on the windward side. Fortunately, none of us yachties got caught in the middle.

Trading is a way of life with these



ANNAPURNA



# IN LATITUDES

*This photo doesn't exactly look as though it's of a "wild and frivolous" activity, but we're told it is. "This photo was taken at Agua Verde, Baja, during the newly authorized — by the Aqua Verde YC — 'don't ask and don't tell' crab races. The crabs actually stopped by our group after we'd finished dinner and asked if we'd like to watch them race toward the brush, since they were going that way anyway. So we did. But what would a crab race be without sponsors, so there was wild and frivolous betting. The crabs were gently replaced on the sand afterwards and offered dessert. The sponsors were as follows: Joe, Barbara, Suzie and Bob of 'Maverick'; Don and Myrna of 'Antares'; Rick and Marsha of 'Sea Wolf'; Jerry and Barbara of 'Free Spirit'; Mel and grandson C.J. of 'Halcyon'; Bruce and Sarah of 'El Gitano'; Mike and Misuzu of 'Tortue'; and Richard, Lee and Matt of the powerboat 'Dance Baby'.*

MAVERICK



people, and both we and they enjoyed it immensely. We always came out on the short end of the stick, not that it mattered. But the locals never wanted anything for free. If we did something for someone in their village, they felt it was necessary for them to reciprocate with fruit, vegetables, lobster, crab, baggi necklaces — whatever they had.

Our third stop was Misima, our official port of entry into Papua New Guinea. Technically speaking, you're supposed to go straight to a port of entry and check in. But everyone told us not to worry, so we made two stops and took two weeks to reach Misima. When we arrived on Friday at 3:00 p.m., the Quarantine dude and the Customs guy came to our boat — but not until 4:30 p.m. We were charged an extra 14 kina — the PNG currency — because they said they closed at 4:00 p.m. When they asked if we had any garbage they could dump for us, we said we did. Gotcha! They hit us up for another 50 kina to dump it! Luckily, *Seattle Star* had lots of kina to loan us, or else we would have had to sit in the harbor all weekend — and pay for that, too. As it was, we still

had to go to the bank on Monday to pay the extortion and go to the market. This was our first jabbing by officials of a Third World country. We'd had ourt check-in hassles in Mexico, but it never cost us anything extra.

We continued on to other islands in the Calvados chain, and until July had mostly overcast weather. But all of the anchorages were calm and very pretty. While visiting Gigila, we met Bernard and Elizabeth, who live on a typically gorgeous, sheltered, palm fringed island with a white sand beach. It's just like a magazine photo of paradise. Once again, the whole village is one big extended family. Surprisingly, we didn't notice any evidence of inbreeding.

Yachties are the only outsiders these people see, and they get no help from the PNG government. So we certainly didn't mind exchanging things such as matches, books, flour, and sugar for fruit or a particularly beautiful shell. During cyclone season, there are no yachts around to furnish these people with the essentials. So when they don't have matches, they have to — we're not making this up — rub two sticks together to start a fire. In fact, their entire day revolves around getting food to

eat. They get things such as bananas, yams, tapioca, taro, a leafy vegetable they call spinach — but looked like weeds to us — from their gardens. And they get fish from the sea. A few of the villages had pigs. Lots of them had mangy-looking dogs that probably end up on the menus when they run out of pigs.

[Continued next month.]

— buddy & ruth 9/15/2000

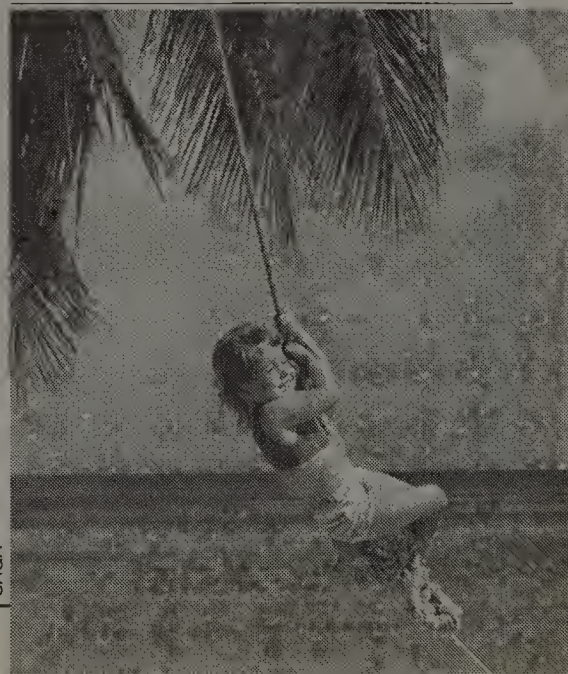
## **Saga — Wylie 65 The Stone Family Back Home After Two Years (Sausalito)**

The 'Champs' — Caleb, Hayden, Addie, and parents Matt and Polly — are back in Marin almost two years to the day after we left. In our last *Changes* — November of last year — we were in the Rio Dulce of Guatemala. From there we made fairly quick work of the trip thru Belize and then on to Key West via Isla Mujeres. After Easter in Miami amidst the Elian furor and a quick haulout in Lauderdale, we had a wonderful four-day ride up the Gulfstream to the Chesapeake Bay. We averaged nine knots over the ground all the way, and never tacked once!

We then parked for the better part of three months enjoying Williamsburg, Yorktown and D.C. Then we travelled up to Manhattan for the Opsail/4th of July celebration. We continued down Long Island Sound to Stonington, Connecticut, and the long chore of lowering the waterline, as we unstowed two-years worth of stuff into our 'sub-human' Suburban 'land yacht' and trailer. Four days later, we were at least temporarily out of the cruising life and totally reimmersed into the frenetic pace of Marin County.

We would be happy to share our

*For the 'Saga' kids, the days of swinging from the palm trees are over, to be replaced by school playground swings.*



SAGA



# CHANGES

thoughts on our experience of cruising with kids, home-schooling, best and worst places, best and worst gear, if it would be of interest. Reluctantly, *Saga* is now on the market on the East Coast, but unless we're really lucky, I suspect we'll be moving her to Florida and the Bahamas for the winter — meaning we should get at least a couple of months onboard when the weather looks the bleakest around here!

— champs 9/15/2000

## Cruise Notes:

"Diann Hedstrom, my wife of 20 years, died of cancer last year," reports Arthur R. Hedstrom of the Seattle-based Hans Christian 43 **Liberté**. His boat is currently in Golfito, Costa Rica. "Prior to her death, Diann and I were fortunate to have lived and cruised aboard *Liberté* for five years. We enjoyed cruising California, Baja, the Sea of Cortez and then Puerto Vallarta before I had to fly her back to Seattle for the last time. I then returned to a quiet and empty *Liberté*, and have since continued on to Costa Rica, picking up crew for the longer legs. I now have crew willing to sail with me to Panama and Ecuador. After that, I will probably transit the Canal and experience the Caribbean side for a few years. Cruising onboard *Liberté* with Diann provided me with a life filled with great joy; it was a life she loved, too. I continue in her memory."

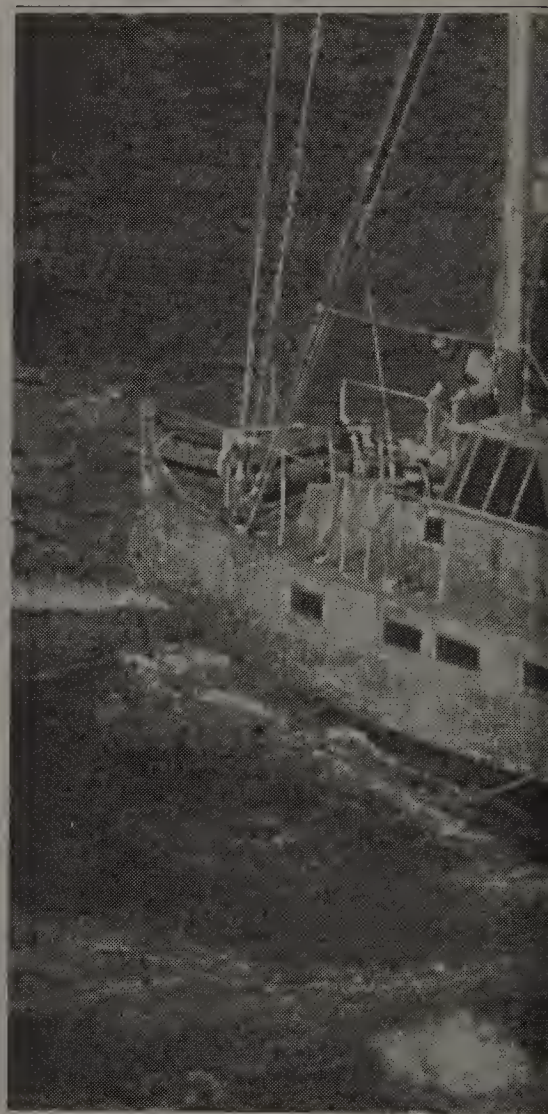
Bless both you and Diann's memory, Arthur. If any cruising friends want to contact him, he'd love to get correspondence at: hedstrom@aol.com.

"I last saw the Wanderer in Puerto

*Isla Navidad Marina is one of the most luxurious in Mexico, so it's not cheap. But you can anchor for free in the nearby lagoon.*

Vallarta in early '94 when I was preparing for a five-year singlehanded circumnavigation," writes Keith Holmes of the Alameda-based Hans Christian 43T **Lady Guinevere** — which is currently at the Langkasuka Boat Club in Langkawi, Malaysia. "Obviously things changed! Having gotten married, I am no longer singlehanded, and as you can tell, I'm only halfway through my circumnavigation. I've meant to write, but when you're cruising there is so much to see and do — and fix on the boat. I occasionally see copies of *Latitude* in this part of the world, and even got the May 2000 edition in May — a record. When I got to the end of the August '98 *Changes* and read about John Newbould of **Barnacle**, I had to believe it was the John 'Long Count' Newbould formerly of **Wraith** at Grand Marina in Alameda. I've been trying to reach him since I left there in November of '92 — and would be grateful if he'd contact me at: ladyguinevere69@hotmail.com. We plan to leave here in December for Indian Ocean stops such as the Maldives, Chagos, Seychelles, Mayotte, Tanzania, Madagascar and South Africa. Eventually, we hope to get back to the wonderful cruising grounds of Mexico."

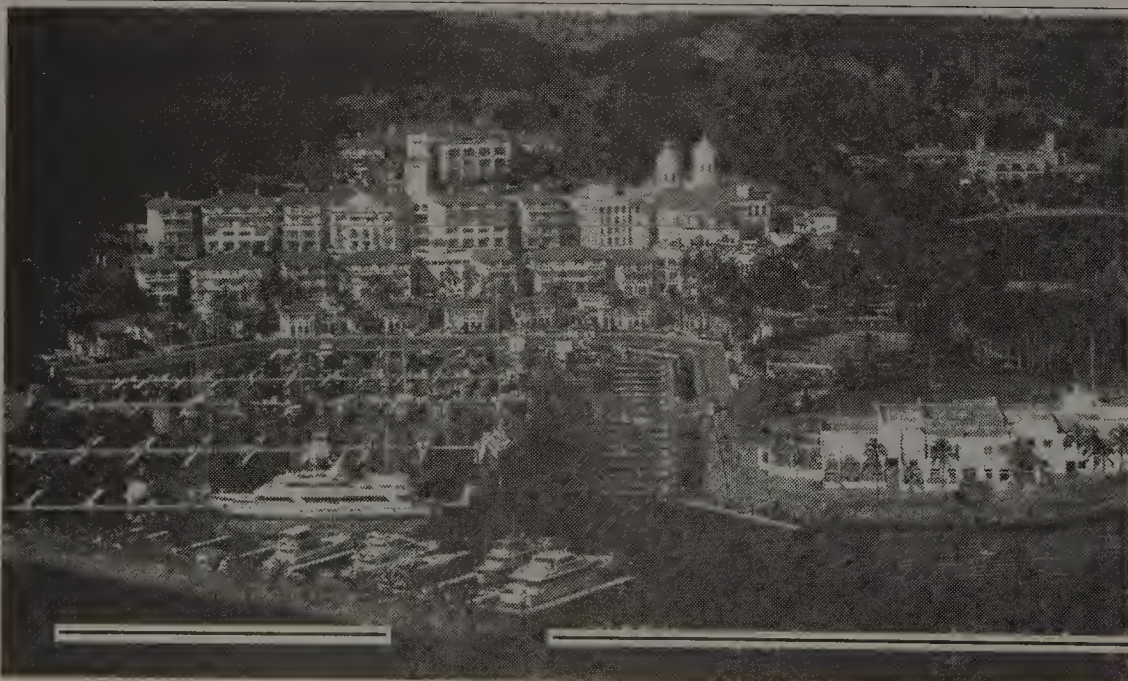
If your boat is on the East Coast and you can't do the Ha-Ha, how about the 11th annual **West Marine Caribbean 1500**, the 1,500-mile rally from Hampton, Virginia, to Virgin Gorda in the British Virgins. Honcho Steve Black advises they have 50 boats signed up for the November 5th event, lead by Steve and Linda Dashew's 84-foot **Beowulf**. Black expects that 65 boats will make the start. The entry fee is \$800 per boat. Although this is more than four times as expensive as



the Ha-Ha, they have many seminars before and after the event. For further information, visit [www.carib1500.com](http://www.carib1500.com).

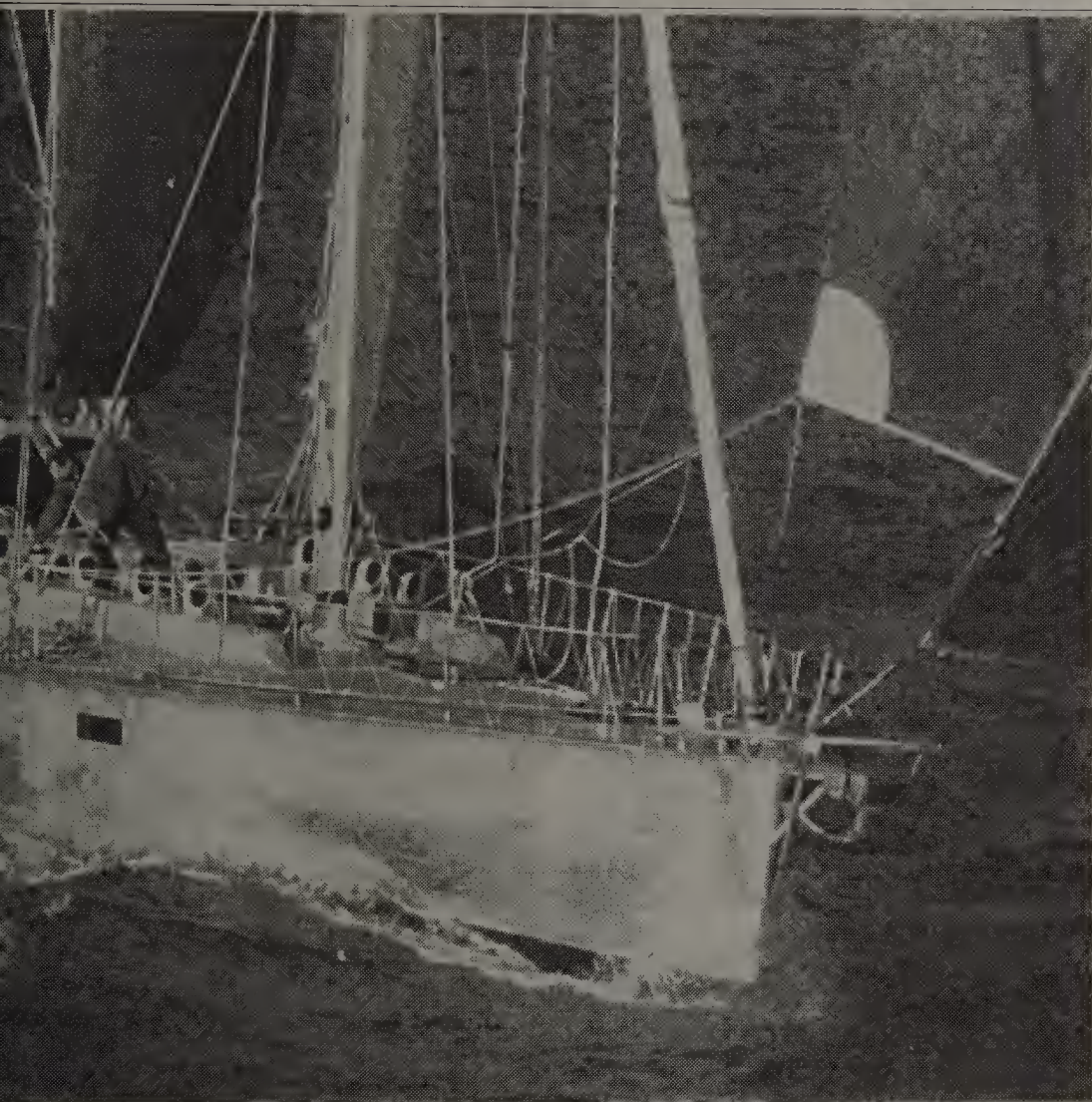
The last of the originals? "We're still in Mexico," write John and Julie Kinney of the Islander Freeport 41 **Wanderin' Star**. "In fact, we think we're probably the last of the original Ha-Ha Class of '94 to still be down here. We just never found a reason to leave. We're based out of Lakeside, Arizona, but are getting ready to start yet another winter season in Mexico." A couple of others from the original Ha-Ha are still out cruising — **Maude I. Jones** comes to mind — but we think you're the only ones to still be in mañanaland.

"After finishing the Ha-Ha last year," writes Terry Bingham of the Union 36 **Secret 'O Life**, "I spent the winter on the mainland going as far south as Manzanillo. I then returned to La Paz to provision for a 2,800-mile solo passage to Hilo, Hawaii. Although my boat was heavily laden, I made it in 24 days. After a quick tour through the islands, I spent more than three weeks at Hanalei Bay on Kauai, and gave my youngest daughter away at a beautiful ceremony on Annini



ISA NAVIDAD MARINA





BEOWULF

**Steve and Linda Dashew's Marina del Rey-based 'Beowulf' will be the featured boat in November's West Marine Caribbean 1500.**

Beach, east of Princeville. Leaving Hanalei after most of the Singlehanded TransPac racers finished, I spent another 23 days alone while sailing over the top of the high on my way to the Golden Gate. After a few weeks in Sausalito working on boat projects, I did a week up to Stockton. I'm on my way back to San Diego — and then Mexico for at least another 18 months. Fair winds to everyone!"

"I crossed the Atlantic singlehanded in the summer of '99," reports Stephen Faustina of the Oakland-based Barnett 42 **Solitaire**, "having left from Fort Lauderdale, and having made stops at Bermuda and the Azores. It was a very pleasant and uneventful crossing all the way to Gibraltar. I wintered in Barcelona, Spain, until April 2000. Since then I've been cruising the Med, and enjoyed stops at Mallorca, Sardinia, Tunis, Malta, Crete, numerous Greek islands in the Aegean and now the Turkish coast — my favorite. I will be stopping in Cyprus and Israel before heading onto the Suez Canal

and the Red Sea. Everyone says that I'm going around the world the wrong way, but I haven't found that to be the case — especially now that I get to sail 'down' the Red Sea. Even though I have been singlehanded most of this trip, I have had crew for certain stretches, and friends and family visit at times. I am open to accepting crew, especially for the trip down the Red Sea to Sri Lanka. If anyone is interested, contact me by email at

sfaustina@hotmail.com.

We at *Latitude* want to salute both you and Terry Bingham of *Secret 'O Life* for your singlehanded passages, they're impressive. By the way, careful when you get down to the bottom of the Red Sea and off Yemen, as pirates recently gave chase to the 135-foot J Class boat **Velsheda** and sprayed a 154-ft Perini Navi ketch with machine gun fire.

Also reporting in from the Med are **Paul and Suzie Zupan** of Sausalito aboard their 52-foot full keel schooner. Regretably, the couple neglected to include their boat's name. They are currently in Barcelona, Spain, a great city if there ever was one.

"We have returned to the Bay Area, and our Cal 39 **Joy Ride** should arrive from the Cheasepeake tomorrow by truck," report Jim and Margaret Ballou of Sausalito. "It was a great two years and we enjoyed it all. One recommendation: Listen to what other cruisers have to say about a location, but remember that your experience will often be very different."

"We're back in Hermosa Beach waiting for the summer heat of Baja to go away," report John and Cynthia Tindle, who have their Jeanneau 40 **Utopia** in storage in Mazatlan. "We're heading back to Mazatlan on October 18, and after some yard work will continue on to Paradise Marina near Puerto Vallarta for Thanksgiving. But we'll be down at Z-town in time for the holidays. We were part of the '99 Ha-Ha."

Mel and Rebecca Shapiro of the Dover, Delaware-based Taswell 43 **Ricka** — who are currently in Tauranga, New Zealand — have some advice for folks about to start cruising: "Don't bother trying to do every last thing on your boat or

**This great aerial shot of Paradise Marina shows how close it is to Banderas Bay — as well as La Cruz and Punta Mita, off in the distance.**



COURTESY MARINA PARADISE



# CHANGES

buy every last gadget you see. If you do, you'll find there are many things that you won't need or use, and there are other things you hadn't thought about that you'll really want. And sometimes you'll find you can buy things cheaper elsewhere. Take New Zealand, for example. The Kiwi dollar costs just 43-cents U.S. This is how a strong U.S. buck can work for a cruiser: We just bought a brand new Harken #44 electric winch, which has a Stateside retail price of around \$5,000 and a 'good deal' price of about \$4,000. We paid \$2,150 here in New Zealand. It was the same story for Profurl furling gear and many other things. Not everything is a bargain, but overall the savings are great enough to make the trip down well worth the effort. We've had a dodger built, stainless steel work done, the cushions reupholstered, and some painting and rechroming done. It was all faultlessly executed, and at a fraction of U.S. prices. So if you need motivation to stop spending money and start cruising, wait until you've done some cruising to find out what you really need — and if you can't get it at a lower price."



RICKA

"Ricka", as she appeared after getting her low cost makeover in Auckland, New Zealand.

For a better photo of Ricka's new interior, visit the August 25 edition of *Lectronic Latitude*. And for a better photo they took of the fire in the Bitterroot Mountains, visit the September 15 issue of

## *Lectronic Latitude*.

"I'm back in Los Angeles, and the quality of life has gotten much worse," is the evaluation of Jim Barden of the Morgan Out-Island 28 **Ann-Marie**. Jim lists "the world" as the boat's hailing port, but she's currently berthed in Guaymas, Mexico. "I've found that there are more attorneys in L.A. running ads to solicit businesses to sue one's brother, and the prices for cell phones and other associated 'me things' have gone up. Did I lose my way? I expect to be back aboard *Ann-Marie* in November and running into my old cruising friends. At that time I'll be rejoining the real 'real world'."

"In two to three weeks, we'll be leaving Land Sea Service here in Golfito, Costa Rica, for the Galapagos via Panama and Ecuador," advise Jerry and Ellen King of **Grace**, the San Francisco / Las Vegas based Kelly-Peterson 44. "We will spend about a month in Ecuador and about two weeks touring the Galapagos — but you know how that goes. We always take longer than expected because every place has more to see and do than we could

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SUSAN STROMSLAND



*Among the things Jerry and Ellen King have liked best about cruising are the great bays in Mexico.*

feet — back into the rat race, and have quickly discovered that the rats are still winning. But seriously, we had to cut our cruise short to come home to work to finance repowering our boat."

It gets hotter than a chili pepper in the Sea of Cortez during the summer, so cruisers get thirsty. That's why John Vermette of **U Betcha** can be seen in the accompanying photo navigating his dinghy — which is close to swamping from all the Modelo Beer — back to his boat. This took place when he and wife Stephanie were provisioning at Santa Rosalia for a couple of months in the

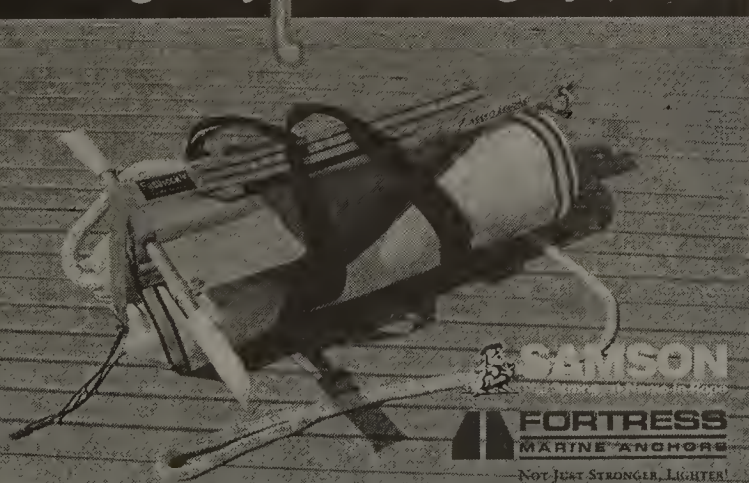
have ever dreamed. We left San Francisco in October of '98 with stops in San Diego, La Paz, many wonderful *bahias* in Mexico, Guatemala, El Salvador's Bahia Jiquilisco, Nicaragua, and last but certainly not the least, Costa Rica. It has been difficult to tear ourselves away from each exotic place — as all cruisers understand. We have a website at [www.grace44.com](http://www.grace44.com), and people who want can reach us at [jking38701@aol.com](mailto:jking38701@aol.com).

"Our refit is complete," reports Ralph Johnson of the Corput Christi, Texas, based Hans Christian 41T, **Our Country Home**. When they reported in, their boat was in Coos Bay, Oregon. "So now we can leave soon for Washington, Canada and Alaska. People can reach us at [rcntryhm@usa.net](mailto:rcntryhm@usa.net)." Geez, we hope you're not headed for Alaska at this time of year.

"After enjoying a five-month cruise through Baja and part of mainland Mexico last winter, we left the boat in La Paz and returned home to Walnut Creek at the end of May," report Tom and Ann Edwards of the Modesto-based Olympic 34 **Pelican**. "We have managed to jump — with both

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# CHANGES



FRIENDS

northern Sea of Cortez. When it got too hot, the couple left their boat on the mainland at Marina Real.

George Perrochet of **Bahia Luminosa** in Costa Rica's Gulf of Nicoya reports that both Rancho Gigante and Isla Gitana — identified on the charts as 'Muertos' — are currently closed. Bahia Luminosa remains open for business, although it's relatively quiet during the wet summer

*"Honey, I'm back with the provisions."*

months.

"I'm trying to locate Bill and Gail Place, who left Chula Vista Marina in October of '94 aboard the custom steel ketch **Bright Wing**," writes Aaron Lederfine of **Brass**

**Ring**. "I know they made it to New Zealand, but then I lost track of them. If anyone knows their whereabouts and/or how to contact them, please let me know at: wcl7802@hotmail.com."

"We just returned from a 375-mile cruise down the coast of Texas," report Fred and Debbie Lowe of the Seabrook, Texas, based Morgan 382 **Too Much Fun**. "Some of it was in the IntraCoastal Waterway, some of it was offshore. There were some great marinas along the way and some even better anchorages." We at *Latitude* are totally unclear on what it's like cruising the Texas coast, and would love to get a more detailed report.

"Many years ago I sailed to Mexico with some friends," writes Jay Mancuso of **Jacenta**. "We enjoyed stops in Cabo and Puerto Vallarta, then continued south to the small fishing village of Barra de Navidad, where we had a great time for nearly two weeks. The cruiser gathering place ashore was **Los Pelicanos** Restaurant, which was run by a very interesting American woman named Phil and her Mexican husband. The two were friends

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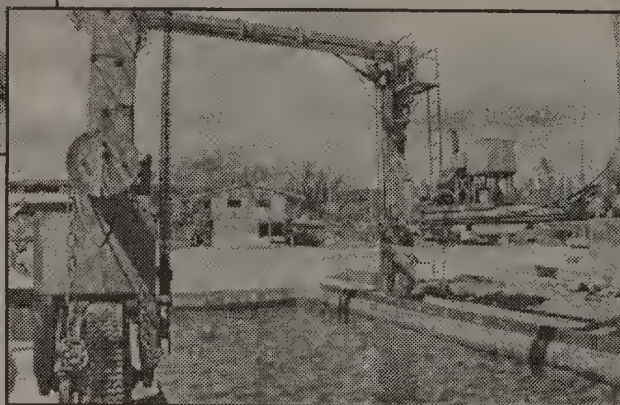
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LARIVE



*Joe Larive of 'LaRive' is trying to get a hand on the best places to exchange crew in the Western Caribbean. Any suggestions?*

left. Ten years later, in '98, *Tucumcari* sailed out the Gate and turned left with myself and my new wife Cyn Terra-Starr aboard. Cyn has had very little sailing experience and wasn't afraid to admit that

she was nervous. It's now been 21 months and we're in Raiatea waiting for some good weather to head further west on our planned circumnavigation."

"I need your assistance in helping me find marina information for my upcoming season," writes Joe Larive of the Hunter 40 *LaRive*. "My boat is currently at Brick Bay Marina in Roatan, and I plan to sail on to Belize, Cancun, Cozumel for Christmas, Cuba, and then back to the Rio Dulce at the end of the season. I would like to set up marina locations to change crews, but haven't had any luck on getting information except on Hemingway Marina in Cuba. Can anybody help?"

We hate to admit this, but the only marina we have firsthand knowledge on anywhere in that region is Varadero Marina just east of Havana. Maybe some other readers can help us out with which places would be good for swapping crews.

Jim Hughes of *Baja Coast Seafaris* in La Paz wants something to clear the air about safety issues in La Paz — and his name: "Mary Shroyer just brought to my attention an item you published on page 45 of the *May Changes*. Apparently, you

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# CHANGES

MARINA DE LA PAZ

and I just wanted to make the record clear that I'm not the 'J. Hughes' that sent that fax. Nor do I know of any other 'J. Hughes' here in La Paz. While I genuinely sympathize with anyone who has had a problem in La Paz, I always remind our guests to use common sense as you would in any U.S. city. In other words, don't leave your brain at the border."

As the *Wanderer* and *Profligate* prepare for another winter of cruising in Mexico, we agree with the real Jim Hughes. We've probably made 35 sailing trips in Mexico, and have yet to have had a bad incident. But then — as in big U.S. cities — we take care to watch what's going on around us and to avoid situations that might turn sour. Indeed, one of the true pleasures of Mexico is being able to stroll around cities on warm nights with thousands of other people — young children to grandmothers — without a safety concern in the world. It's wonderful!

If you're new to cruising Mexico, check out **Latitude's First Timer's Guide to Mexico**. It's online at [www.baja-haha.com](http://www.baja-haha.com). We hope to see all of you in Mexico this winter!

had received it as a fax signed "J. Hughes from Baja." Well, my named is Jim Hughes, I've lived here in La Paz for the past 16 years, and three years ago started a company called Baja Coast Seafaris. We do liveaboard trips on the 50-ft sailboat **Irish Mist** and the 63-ft power vessel **Marco Polo**. Anyway, I just read the article and heard about a few of the

*Jim Hughes bases his charter operation out of Marina de La Paz. With the proper permits, Americans can now charter their own boats.*

muggings that occurred last winter. I also heard that they caught a few of the crooked cops and dealt with them. But I've never had a problem here in La Paz,

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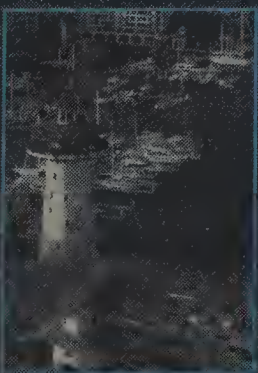
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**ISLANDER BAHAMA 24, 1964.** Full keel. Three berths. Small galley. Main and lapping jib. 7-1/2 hp Evinrude. Ground tackle. Bow pulpit. Lifejackets. Needs bottom paint. Self-bailing cockpit valve. Berthed Port of Oakland, East. \$600/obo. Please call (415) 345-9220.

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## 25 TO 28 FEET

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**WESTERLY CENTAUR, 1972.** 26' x 8'5". Twin keel heavy pocket cruiser. Epoxy bottom. 9 sails. New rebuilt Volvo MD2 diesel. 6-ft. plus headroom. 6 berths. Good condition exterior and interior. Go anywhere boat. Only 3-ft. draft. \$9,850. Please call (805) 434-1037.

**PEARSON ARIEL 26, 1966.** Very good condition. Recent haulout. New rigging. 2 mains. Jib. Genoa. Spinnaker. VHF. DS. Loran. 6 hp o/b. Sound and stable. An excellent Bay boat. Active association and racing fleet. All for only \$6,000. Please call (650) 368-2196.

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**CONTESSA 26, 1976.** Full keel #165. Yanmar 10 hp diesel. New rig. New main. New interior cushions. Porta-Potti. Alcohol stove. Dual batteries. Good equipment inventory. Boat is stripped, ready for a new paint job. Berthed in Richmond. Owner moving away. \$4,000. Please call (510) 233-2424.

**COLUMBIA 28, 1968.** Inboard Volvo Penta diesel. Three jibs. Two anchors. Lines led aft. VHF. Depthsounder. Former liveaboard. Enclosed head. Two sinks. Sleeps 4-6. Solid, heavy fiberglass. Berth in Oyster Point. Great deal. \$5,800 firm. Please call (415) 377-5957.

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**ERICSON 27.** Well maintained. Atomic 4. \$7,500. Please call Gene (510) 525-0508 or (925) 240-0677.

**ISLANDER 28.** Fully equipped racer/cruiser. New main & 125% genoa. 5 other jibs in good condition. 1 delivery main. Furuno 1621 radar with custom stainless mast. Volvo, GPS+. \$24,000 or trade up to 32-35 ft. + cash. Please call Arnie (415) 239-1844 or cell: (415) 999-6751 or email: arnie\_gallegos@cscsaa.com.

**CATALINA 27, 1974.** Tall rig. Has been liveaboard for past two years. Needs new standing rigging. Has 1974 9.9 o/b, but not reliable. Bottom last done 02/98. Some sails. \$3,500/obo. (415) 289-7098.

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**ERICSON 26, 1968.** Dry. Newsurvey. Sailed to Hawaii. New full batten main. 2 jibs. Johnson 9.9 hp long shaft. Depthfinder. Stove. Compass. VHF. Sleeps 5. Exceptionally clean. Illness forces sale. \$4,500/obo. Please call (925) 945-5305.

**DUFOUR 27, 1975.** New Volvo Penta MD2010. 6 self-tailing winches. Main. Roller furling jib. Spinnaker. Autohelm 2000. VHF. DS. GPS. Stereo. 2 anchors. Propane stove. Sleeps 5. Dinghy with 8 hp o/b. Much more. Located in La Paz B.C.S. \$17,000. Email: capiworld@hotmail.com.

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**BALBOA 27.** Back on market. Near new Nissan. Teak interior. Dinette. Stove. Pump water. VHF. New battery and charger. Sails good condition. Lifelines. Enclosed head. Excellent throughout. Moved. Inspect by prior arrangement. Allowance for bottom painting. \$4,400. (661) 873-7729 or email: kentlitt@yahoo.com.

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**SANTANA 28, 1978.** Inboard Volvo. Wheel. New upholstery and cockpit cushions. Extra sails and anchors. Depth and knotmeter. VHF. CD player. Self tending jib. Holding tank and Y-valve. Saildrive. At Bethel Island. Illness forces sale. \$9,900. Please call (510) 471-2723.

**BRISTOL 27.** Documented. *Rhapsody*. Carl Alberg designed cruising model. 6 sails. Self tending jib. Autopilot. VHF. Beautiful teak and mahogany below. Atomic 4. 3/4 keel. 35 lb. CQR. Danforth. Excellent design. Great Bristol craftsmanship. \$7,500. Call (707) 552-3940.

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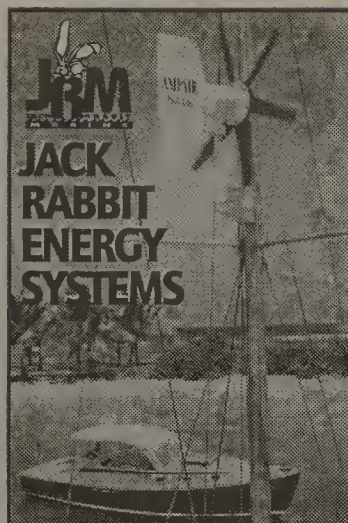
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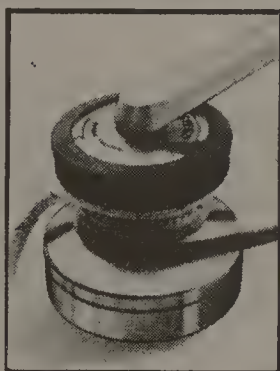




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**CATALINA 25, 1982.** Fixed keel with trailer. New Nissan 8 hp motor. Furling jib. Autohelm. Depth. Compass. VHF radio. Very good condition. Located in Richmond. \$5,500. Please call (510) 215-9682.

**CATALINA 25, 1978.** Fixed keel. Pop-top. 9.9 hp Johnson o/b. Bottom just redone. Head, small galley. Main, 2 jibs. Some teak. Fair condition. Located in Santa Cruz. \$5,700. Please call Julie (831) 462-0834.



**26-FT S2, 1978.** Very clean. 15 hp OMC inboard. 4 bags of sails. Whisker pole. Self tailing winches. Teak interior. Sleeps 5. Enclosed head. Two sinks. Alcohol stove. Shore power. Automatic battery charger. Great Bay cruiser. \$9,500. Please call Craig (510) 772-8517 or Jim (510) 772-8478.

**SOLING 27.** Great daysailer. Club/PHRF racer. Olympic rigged. Floor bailers. Self tacking jib. Good inventory sails. Two spinners. Single axle trailer. Freshwater. \$3,000. Please call (707) 994-9716 (msg) or (707) 279-1591.



**COLUMBIA 28, 1971.** Great weekender. 6 berths. Strong. Fast. Bulletproof hull. Enclosed head. 2 batteries. VHF. Stereo. New compass. GPS. 3 sails. Good bottom paint and dry bilge. 9.9 o/b. Owner moving up. Reduced to \$6,000/obo. Please call (510) 337-1206.

**CATALINA 27, 1974.** Racing and cruising sails. Outboard model, 8 hp Evinrude Sailmaster. Choice of legal head or Porta-Potti. All very good to excellent condition. Clean and ready. \$6,000. Please call (510) 965-0642.



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### 29-31 FEET

**SANTANA 3030 GP, 1983.** Excellent condition. North sails, full set. New paint on hull and mast. Marina del Rey slip G1424. \$29,000/obo. Please call (818) 995-1876.

**CATALINA 30.** Mexico ready! Complete refit with new everything. Standing and running rigging. Sails. Full symmetrical spinnaker. Roller furling. Self-tailing winches. Autohelm 3000 self steering with full ST 50 wind instruments. Nav Pod. Hot and cold water pressure and shower. Refrigeration. Microwave. Stove/oven. Wheel steering. Atomic 4. Stern perch seats. Plus lots, lots more. Survey valued at \$32,500. First offer over \$25,000 buys. Best value in the Bay. Please call (888) 735-8816 after 5 pm.

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**HUNTER 29.5, 1996.** Excellent condition. Roller furling. Yanmar diesel. Bottom paint 1999. Autohelm. AM/FM stereo. Dodger. Refrigerator. H/C pressure water. Charger. Berthed at South Beach Marina. \$54,000 firm. Call (408) 530-6167 (voicemail) or email: wkcho@ix.netcom.com.

**LANCER 30 1985.** Furling jib with self-tailing winches. New main. Yanmar diesel with saildrive. Wheel steering. Speed/log. Depth. VHF. Loran. Pressure water. Enclosed head with shower. Double berth. \$23,500. Call (510) 749-7725 in Alameda.

**TARTAN 30, 1975.** GPS. Loran. Radar. Autopilot. Knotmeter. Wind indicator. Depthmeter. Temperature. Plotter. Stereo and lots of other gear. Needs a little TLC. Priced to sell at \$15,000/obo. Please call John at (707) 944-2509.

**CATALINA 30, 1982.** Standard rig. Excellent condition. Gas Atomic 4 has never failed us. Main and 3 jibs. Nice interior and cockpit cushions. Propane stove. AC refrigerator replaces oven. Basic gear included. Very comfortable cruiser. Berthed Brickyard Cove. \$20,450. Call (209) 951-6017.

**OFFSHORE 31.** Famous L. Francis Herreshoff ketch. In Bristol condition. Sails new or like new. Engine less than 100 hrs. Sausalito berth. Double planked mahogany hull. Teak otherwise. Recent survey. Recent electronics. \$21,000/obo. Call (415) 892-8900 or email: jhassler@hotmail.com.

**COLUMBIA 31, 1966.** Only sixty built. Shoal draft with swing keel. 3-ft. up, 7-ft. down. 10-ft. beam. 6-ft. headroom. Atomic 4. Runs well. Sails. Morgan design. Has nice lines. Fixer. Owl Harbor J2. \$4,500/obo. Please call (916) 362-8124.

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**CAL 30, 1966.** Partially refurbished/modified. Yanmar 2gm20 diesel. 27 gal. fuel. 14 gal. water. Removable inner stay. Five sails. Many extras. Excellent pocket cruiser. \$16,000. Call Michael (415) 721-2240 (days) or (510) 525-0069 (eves).

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**CATALINA 30, 1982.** New mast, boom, shrouds, genoa. Wheel steering. Great City slip. \$17,000. Also, super light 16-ft. row/sail skiff. Oars. Centerboard. Rudder. No mast or sail. \$250/obo. Please call (415) 461-3313.

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**PEARSON 30-FT COASTER.** Heavy built 1960's fiberglass cruising sailboat. Full keel. Farman diesel, dodger, too many upgrades to list. Great City berth. Priced for quick sale. \$18,500. (415) 924-6680 (days) or (415) 488-0226 (eves).

**CATALINA 30, 1987.** 21 hp diesel. WS. WP. KT. D. VHF. AM/FM. AH4000. Roller furling. Cruising spinnaker. Inverter. Too many extras to list. Very well equipped and maintained. Loved. Seeing is believing. Hauled 4/00. \$38,500/obo. Please call (408) 263-3037.

## 32 TO 35 FEET

**J/105.** First 105 to Hawaii in Pac Cup. Winner of Kenwood Cup. This boat is in great shape and ready to race. Great sail inventory. \$115,000. Please call day or night (650) 969-2642.

**BALTIC 35, 1986.** Great aft cabin. Lightly used. Teak cockpit, bridgeway and mastfoot. Upgraded winches. Headsails: 85, 95, 150 and 135rf. 1.5 oz. spinnaker. \$75,000. Please call (408) 328-6817.

**YORKTOWN 35, 1973.** Center cockpit. Fully equipped. New diesel engine. Ready to cruise. \$36,000. See at website: <http://www.4consulting-services.com/boat/>. Please call (619) 296-0393 or email: kline@4expertise.com.

**ERICSON 32, 1976.** New everything. Ready to liveaboard or for Mexico. New Universal diesel, watermaker, solar. New sails and rigging, fridge/freezer, autopilot. Too many extras to list. \$34,900. Call (949) 290-4593.

**CAL 34, 1972.** Classic plastic. Reliable Atomic 4. Clean. Well cared for. In Redwood City. Find a better one at \$21,000. Call (650) 529-9543.

**PEARSON VANGUARD 32.** Fully restored fiberglass sloop. Beautiful lines by Philip Rhodes. Swift but very sturdy affordable cruiser with recent bottom job and survey. All rigging, mast and Atomic 4 engine redone in 1995. 6'3" headroom. solar panel. Windvane steering. Autotiller. Dodger. Custom V-berth mattress. Windlass. Electric head. Paraffin oven and heater. Four headsails and a spare main. Beautiful mahogany and teak inside and out. \$20,000. Please call (415) 331-1057.

**STEPHENS WINDWARD 33.5, 1951.** Boat sank on 8/31/00 and was raised on 9/5/00. Boat sank in its slip at Pete's Marine, One Uccelli Blvd., Redwood City, CA 94063. Boat is located in slip A-15. Accepting bids on the salvage at S&A Appraisal, 182 Hyannis Ct., Aptos, CA 95003.

**SANTANA 35, 1980.** Dream Machine. Volvo diesel. Engine, mast, boom and rod rigging replaced. New batteries. Radar. VHF. Loran. Depth. Speed. Etc. Lots of sails. City front berth. \$29,000. Call (707) 546-8879 (until Oct. 22).

**PEARSON 10M 33.** Club cruiser. Safe and fast for the family. Perfect Bay boat. New bottom in 1999. Roller furling. 3 mains. 2 jibs. 3 spinnakers. Newly rebuilt Atomic 4, very clean. Standing headroom in cabin (6'4"). Pressure and hot water. All lines led aft. Navico gauges. GPS. CD. VHF. Competitive racer (7 knots to windward, 144 PHRF). Great boat, great price. Reduced for quick sale. \$20,000. Below BUCnet. Call Joel at (415) 999-1019.



**ERICSON 32, 1987.** Autopilot. Universal 21 hp diesel. Refrigeration. Full canvas. GPS. Loran. 2 mains. Roller furling. Depth/speed indicator. Self-tailing winches. Whisker pole. Pressure water. Shower. Head. Stove. AM/FM/Cassette stereo. VHF. Cockpit cushions. Very clean. \$55,000. Please call (510) 658-5519.

**SCANDINAVIAN KINGS CRUISER.** 32-ft. classic. Elegant and fast. Impress and outrun your friends. Honduras mahogany over oak. Bronze windows and fittings. 4 sails. Atomic 4. Radio. New caulk, paint, varnish, bottom. New keel 1996. Pictures. Slip. San Rafael, CA. \$12,500/obo. Please call (415) 482-0698 or email: buyfast@yahoo.com.

**ERICSON 35 MK II, 1976.** Lovingly maintained. Race or cruise. Easy singlehander. Harken roller furling. 110% jib. 135% Mylar jib. Starcut spinnaker. Primary and self-tailing winches. Upgraded stand rigging. Autohelm. Wheel or tiller. Water pressure. Atomic 4 rebuilt 1999. Can come with slip and liveaboard privilege in Half Moon Bay. \$30,000. (650) 728-9034 or email: KTWade51@yahoo.com.

**CLASSIC CRUISER/LIVEABOARD.** Designed by Lapworth. Built by Easom. An unbeatable combination. 32-ft. sloop. Wood strip planked. Beautifully built. Present owners have lived aboard for many years. Job forced move. An excellent buy at \$12,500. Call (888) 587-0002 or (703) 391-2124.

**RANGER 33, 1977.** The Farm. Ready for cruising. Universal diesel, 800 hours. SMOH-FWC. Roller main. Roller jibs, 135 and 100. SL Sealwolf electric windlass. 3 anchors with 300-ft. rode each. Dodger. Bimini. 4-53 watt solar panels with 3-step controls. 120 amp alternator with 3-step controls. 420 amp hr. house bank and starter battery. 2 electric and 1 manual bilge pumps. 4 2-speed ST and 2 single speed winches. 2 GPS and remote antenna. 2 autopilots, one with windvane. Force 10 propane stove with oven and broiler. Espar diesel furnace. PUR 40 E watermaker with SS pump. 2 depthsounders. Knotmeter. Windpoint. Windspeed. \$30,000/obo. See at RYC, Slip E-44 or call (707) 578-0242 or email: thefarm@ap.net.

**COLUMBIA 33.** Keel/centerboard. Hawaii vet. Vane available. Windlass available. Atomic 4 gas. Plastic fantastic. Pre-1970. Strong cruiser. New mast and cushions. Some new electronics. Finish off and go. \$6,995/obo. Call ans. service for weekend East Bay showing. (510) 337-3220.



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**ERICSON 35 MK-III, 1982.** Repowered with  
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teries. Dinghy, o/b. Rigged for singlehand-  
ing. Sausalito. \$50,000 firm. Please call  
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**ERICSON 34, 1978.** 1989 Yanmar with low  
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spinnaker. Hot water. Beautiful Bay boat.  
Marina Village Yacht Harbor, R16. \$22,500.  
Call John (510) 864-9857 or email:  
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**ALBERG 35, 1965.** 27 hp diesel. New  
transmission. Dodger. Windvane. Autopi-  
lot. Pedestal steering. Two Heaters. Shore-  
power. Battery charger. Head. Stove. Re-  
frigeration. Hauled 4/00. Surveyed. No blis-  
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## 36 TO 39 FEET

**ISLANDER 36, 1971.** Divorce forces sale.  
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quest. See at Richmond Municipal Marina,  
D Dock, #82. *Peleka*. Best offer. Call Bob  
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**COLUMBIA 36, 1970.** Crealock design.  
Documented. Good shape. Atomic 4 runs  
great. Great liveaboard, but better sail. At  
Pier 39 in SF. \$24,000/obo. Will rent berth  
or sell for \$12,000/obo. Questions? Call  
Scott (415) 456-5694.

**C&C 38 MK II.** Fast cruiser/liveaboard.  
Beautiful IOR boat. Virtually every system  
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Hawaii. Currently in Alameda. Loaded with  
everything for fun on Bay or South Pacific  
voyage. \$55,900. See at website:  
www.lava.net/~steve/sailaway. Call Steve  
(808) 585-6303.

**ALAJUELA 38.** Classic, swift, well-main-  
tained Bay Area yacht for sale in Sitka,  
Alaska. Enjoy cruising her home down the  
Inside Passage. Loaded with gear and ex-  
tras. Complete 1999 refit. New Yanmar  
diesel with 550 hours. \$125,000. Please  
contact Kent (510) 531-8400 or email:  
romanoff@pacbell.net.

**COLUMBIA 36, 1969.** New paint job. New  
Lewmar ports. Recent engine overhaul.  
Atomic 4. LPU mast/boom. New spreaders.  
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with oven. 10-gallon AC hot water tank.  
Phone jacks. Numerous AC outlets. Ste-  
reo. Delta awning and cockpit cushions.  
Wheel steering. Recent out-of-water sur-  
vey in 1998. Current owner has owned boat  
for 23 years. Great family boat for Bay and  
Delta. \$25,000. Please call (510) 748-2105  
or email: rich\_sb@compuserve.com.

**FREEDOM 36, 1986.** Roomy interior. Very  
easy to sail. Vectran main and jib. Gun  
mount spinnaker. DS. VHF. KT. AP. Bottom  
job May 2000. Clean and in excellent con-  
dition. \$92,000. Call (650) 366-3597.

**TAYANA 37, 1979.** Cutter rig with extra-tall  
mast. All aluminum spars. Staylok fittings  
(do yourself). Reinforced steering quad-  
rant. Owned boat since 1984. Hurricane  
Iniki veteran. A solid boat. Needs some  
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\$55,000. Call John (415) 454-9987 or email  
Markus: mdombois@aol.com.

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for you in Puerto Vallarta. New LP paint and  
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tanks, solar panels, elec. Windlass. Autopi-  
lot. Gennaker. Spinnaker. SSB. GPS. Lots  
more. \$39,000. Call (800) 218-7731.

**JEANNEAU SUN ODYSSEY 36.2, 1999.**  
Design by Jacque Fauroux. Raytheon  
RL70RC radar. GPS. Charts and ST7000  
autopilot. Profurl roller furling. Dodger. Teak  
cockpit. 6-man liferaft. Electric windlass. 3  
headsails, asymmetric spinnaker. Yanmar  
diesel. H&C pressurized water system and  
transom shower. Excellent sound system.  
EPIRB. 2-cabin layout. Over \$189,000 in-  
vested in boat. Boat image: <http://pongopix.com/upload/richorg/jeanneau2.jpg> or <http://pongopix.com/upload/richorg/mainsalon.jpg>. \$140,000.  
Please call (415) 928-4187 or email:  
richtorg@hotmail.com.



**PANDA 38, 1983.** Solid cruiser with exten-  
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**38-FT REINKE 510, 1995.** Best cruising design from Europe. Extremely rare in the USA. Solid and indestructible aluminum construction. Perfect layout for incredibly comfortable accommodation. Mercedes Benz diesel, only 600 hrs. Easily cruised with two adults and two children from Switzerland to San Francisco. For more info go to: [www.metro.net/vulmern](http://www.metro.net/vulmern). Just lowered priced to \$69,900. Call (510) 814-0771.

**CATALINA 38, 1980.** Fully equipped for racing or cruising. Monitor S/S. Yanmar diesel. Maxi prop. Roller furling. H/C shower. New: Interior, wiring, plumbing, electric head, battery. Beautiful boat. \$39,500. Hawaii. Please call (808) 246-0418 or email: [hellaciousacres@netscape.net](mailto:hellaciousacres@netscape.net).

**37-FT STONE YAWL, 1910.** Exceptional classic. Solid throughout. New transmission, monitor vane. V-drive, dodger, 480-ft. mainsail. 40 hp diesel. 120 gal. fuel. 100 gal. water. Radar. GPS. Sonar. Loran. Many sails. Newport Beach. Offers over \$40,000. Please call (949) 722-0456.

**CAL 36, #1.** Diesel. Autopilot. Dodger. Refrigeration. Propane stove/oven. Heater. Inverter. Furuno 1622. New main, 135 and Harken furler. Air vang. Windlass. CQR. 2 battery banks. Link20. New standing and running rigging. \$28,000. Please call Geoff (626) 405-0668.

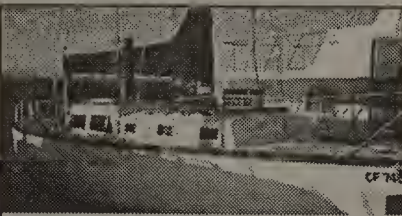
**BUCCANEER 36, 1977.** Pocket cruiser/liveaboard. Great sailboat. Wonderful home at Pete's Harbor. Six years of TLC and Bay cruising makes this an incredible home you can take anywhere. Full galley. 28 hp diesel. 6-ft. swim steps. And more. Call (650) 366-2207. Email: [buckley@microtech.com](mailto:buckley@microtech.com).

**ISLANDER 36, 1978.** Perkins 4-108. Hal-yards led aft to cockpit. Barbarosa winches. Six sails. Lazyjacks. Adjustable backstay. Boom vang/preventers. Radar. GPS. Whisker/spinnaker poles. Great for Bay sailing and coastal cruising. Data sheet available. \$44,500. Please call (530) 268-2043.

**COLUMBIA 36, 1968.** Crealock design. 12,500 disp. 30-ft. waterline. Completely rebuilt with taller rig, oversize winches, good sails, lead keel. Dodger. Propane stove. Fireplace. Avondinghy. Master prop. Transferable SF Marina Green slip. \$40,000. Please call (415) 563-4421.

**CAPE GEORGE 36, 1974.** Cecil Lange built. Newpaint. SS gimbaled propane stove. Force 10 heat. Fresh 18 hp Saab diesel. Variable pitch prop. 3/8th SS rigging. Interior is not yacht grade but is decent and needs some finishing. \$27,500. Please call (253) 627-4915.

**CATALINA 38, 1980.** Racer/cruiser. New diesel engine. New bottom. Roller furling. Electronics. Beautiful boat. Includes brand new dinghy. Recently serviced outboard. \$47,500/obo. Call Collin (650) 347-0797 (days) or (650) 551-0777 (eves) or email [collin@cogneo.com](mailto:collin@cogneo.com).



**BUCHEN 37, 1965.** Fiberglass hull. Teak interior. Good layout. Roomy interior. Exterior comfortable. 2 speed self-tailing winches. Tiller driven full cutaway keel. Wind indicator. VHF antenna. Fishfinder plus navigation UHF antenna. \$20,000. Cheryl (916) 652-4902.

**CARTER OFFSHORE 39.** Fast. Flushdeck. Bluewater cruiser. A great sailing boat. \$59,500. Call (510) 523-1182.

**LAPWORTH 36, 1958.** Hull #21. Second owner for 9 years. Fully restored and cruise ready. Mexico and Hawaii 1994-96. Haulout July 2000. 36 hp diesel. Full details of mechanical upgrades, equipment list and photos are available on website: [www.signaltransfer.com/sunrise.htm](http://www.signaltransfer.com/sunrise.htm). \$25,000. Please call (408) 847-7608.

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**WILLARD 42, 1959.** Center cockpit ketch. Mahogany on oak. Ready for cruising. Fully loaded. A/C. Radar. ICOM. HAM. SSB. Watermaker. GPS. Two autopilots. Generator. Lying San Carlos, Sonora Bay, Mexico. \$45,000. Make offer. Call 011-526-226-1608 or email: [antidi@hotmail.com](mailto:antidi@hotmail.com).

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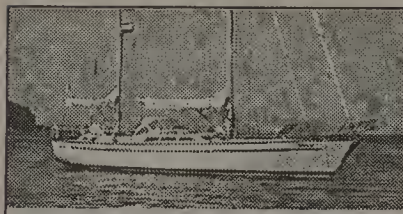
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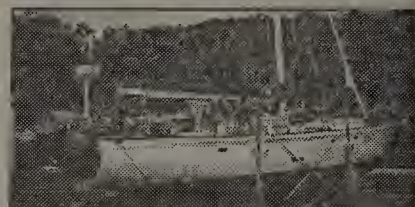
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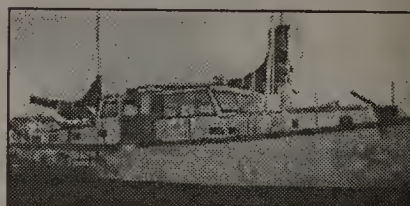
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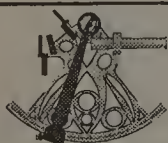
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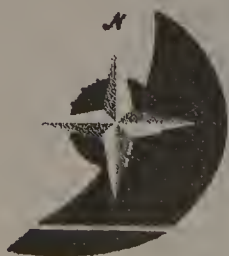
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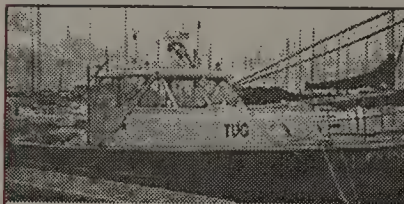
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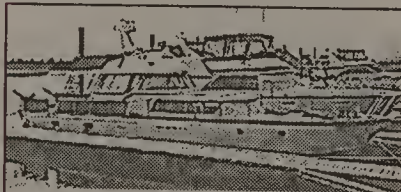
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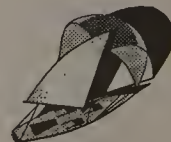
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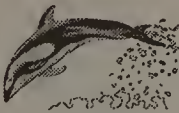
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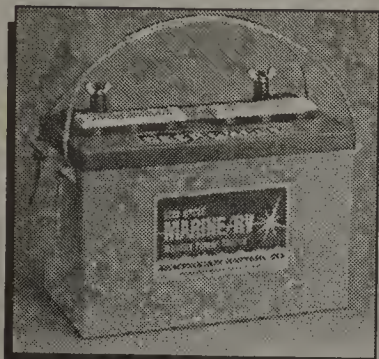
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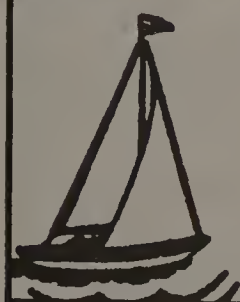
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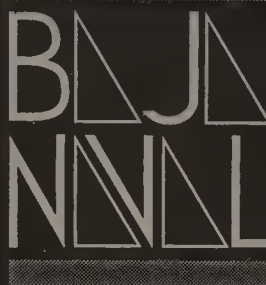
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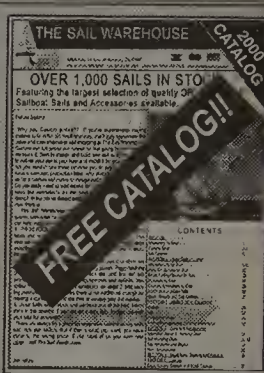
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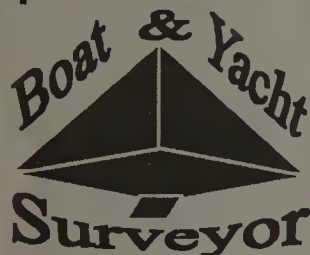
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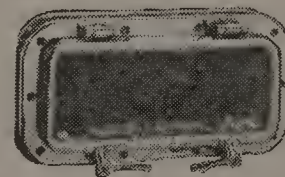
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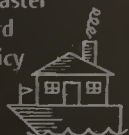
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By Appointment



**60' Waterline 1996**


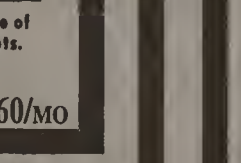
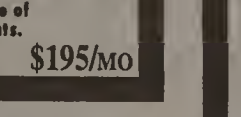
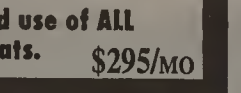
Tough & beautiful steel hull-pilothouse w/inside steering - stunning interior - 3 staterooms w/queen centerline in master aft - huge galley - all electronics - hydraulic furling winches & windlass - redundant systems - more equipment than we can list - sail safely in comfort & luxury in all latitudes. .... \$995,000

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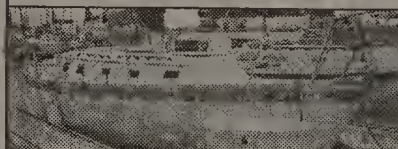
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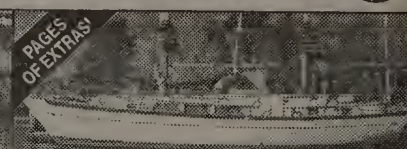
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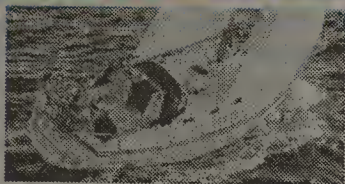


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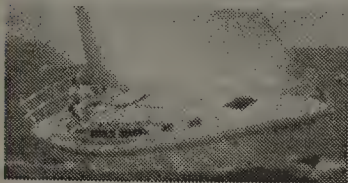
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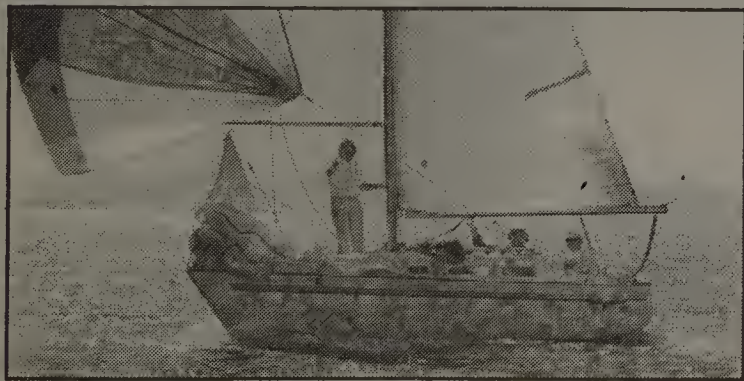
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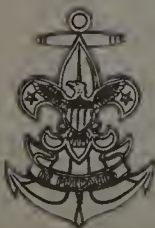
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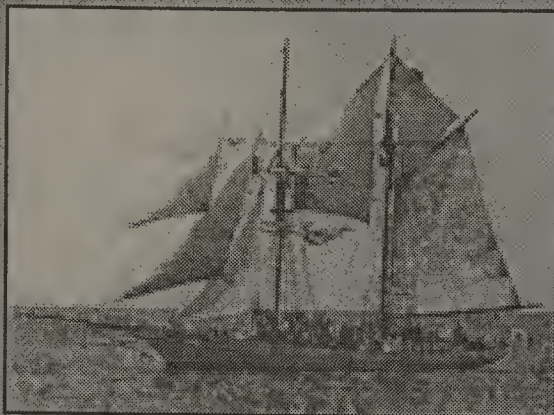
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**78' CHEOY LEE MY.** 1989. *Quixote* is an outstanding example of this proven world cruising motorsailer. Extensive, recent refits and upgrades. Most comprehensive of her type available.



**51' BENETEAU.** 1986. *Second Souffle* has 2 staterooms and plenty of space. Upgraded and well cared for, she is perfect for long range cruising or as a very comfortable liveaboard.



**39' C&C.** 1973. *Shillelagh* is a famous San Francisco Bay boat having been sailed to many First Place wins in various regattas. She has been lovingly cared for by her present owner and shows like new. Full sail inventory.



**J/37.** 1987. This proven performance cruiser offers two-cabin layout, full galley and nav station. All controls led aft to cockpit. Meticulously maintained. Outstanding!



**41' TARTAN.** 1973. One owner, in excellent condition, *Blitz* has been lovingly cared for and can still win trophies. This S&S design is perfect for the Bay and is priced to sell.



**HUNTER 35.5.** 1990. This sparkling gem has been lovingly cared for by her owner. New epoxy bottom, recent engine overhaul, new canvas and much more. Lots of room at an affordable price. Don't miss out! In Sausalito.



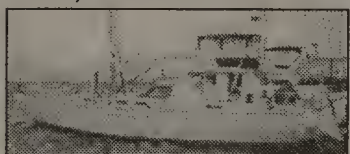
**61' C&C CUSTOM KETCH.** 1972. This unique quality vessel is just completing a refit and updates. A performance, center cockpit yacht with spacious interior. A trans-Atlantic veteran that can be easily sailed shorthanded.



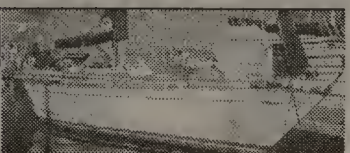
**50' HERRESHOFF.** 1972. This classic ketch is in bristol condition. Owner's cruising plans have changed, consequently she's ready to go, with over \$75,000 worth of improvements.



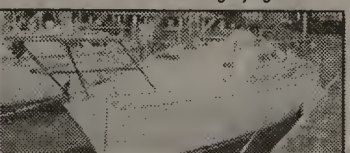
**FORCE 50.** 1972. Huge accommodations make this an ideal liveaboard/office. Two salons, workshops, inside steering, master aft, solidly built, low maintenance fiberglass hull and deck with lovely teak interior.



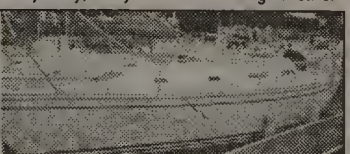
**48' JON MERI.** 1989. This performance cruising yacht offers an attractive pilothouse with full dual station. 3 staterooms, electric roller furling. Built to highest standards in Finland. Lying Sausalito.



**SWAN 441.** Hull #43 of successful Holland design. Built in 1980, commissioned in 1981, she has been consistently upgraded, including top and current elects. New sails & furling. Lying Sausalito.



**33' CONTESSA.** 1985. Built by J. Rodgers and designed by Robert Humphrys, this extraordinarily fast Contessa is ready to race. Full interior, ash & teak joinery, every electronic. 11 bags of sails.



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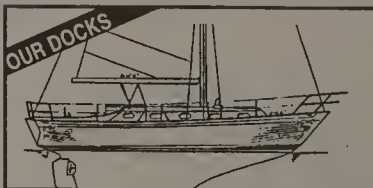
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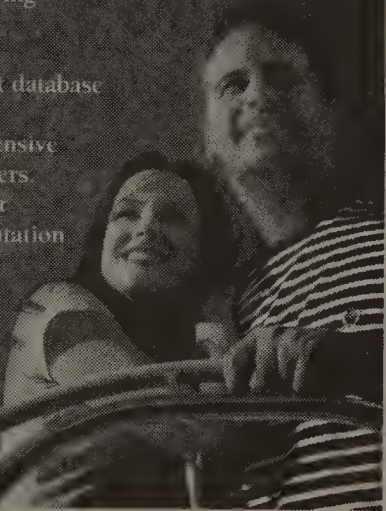
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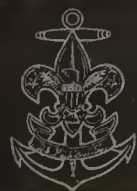
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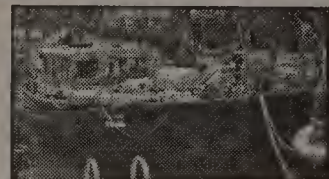
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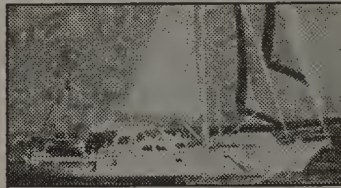
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**57' COLUM8IA Sloop, '73 164,900**  
Great family cruising boat with numerous upgrades, easily handled by an experienced couple.



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**43' CATANA 431, '00 466,000**  
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**42' WESTSAIL, '75 119,000**  
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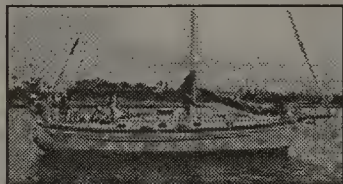
**40' EAGLE, '87 89,900**  
Center cockpit sloop built by Newport Offshore Yachts makes good cruiser or live-aboard. New to the market!



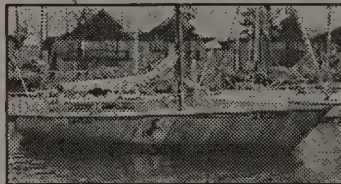
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**36' NEW ZEALAND Sloop, '78 52,000**  
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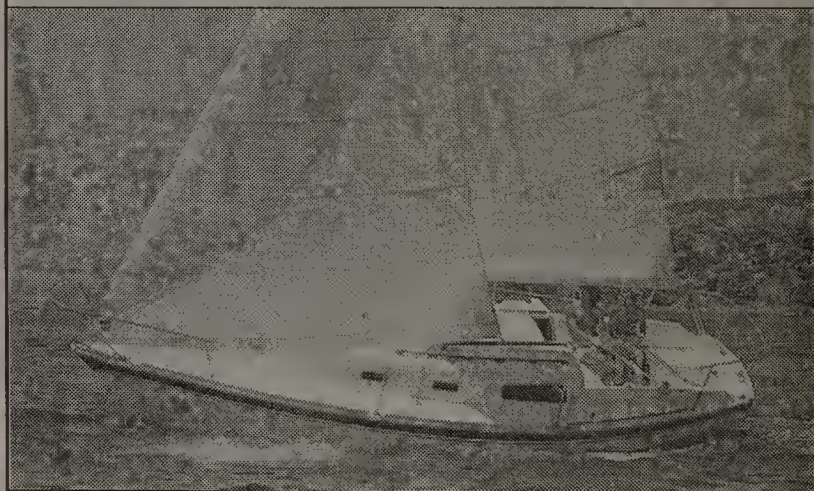
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## 46' ERICSON, 1973

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## 36' NONSUCH CAT RIG, 1987

This stiff, seakindly vessel is a breeze to sail shorthanded, and is at home in SF Bay conditions. With new full-batten sail, new running rigging, new bottom paint, new cockpit cushions and meticulous maintenance, *Fast Lucy* is Bristol and is presently the only one for sail on the West Coast. Lying in Sausalito Yacht Harbor, slip can transfer with vessel.

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**NEW LISTING**

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## 46' SPINDRIFT, ctr. cockpit cutter 1983

Bristol example of this lovely cruising yacht. Dark blue hull, teak decks, full keel with cutaway forefoot, skeg hung rudder. Two staterooms, two full heads, 6'4" headroom, 90 hp Ford Lehman diesel with low time. Harken roller furling headsail and staysail, full batten main with BAT car, drifter, sails practically new as is the running rigging. Prime Sausalito Y.H. slip can transfer.

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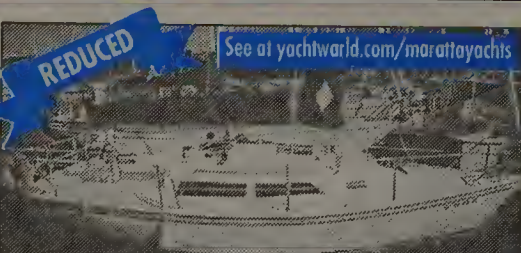
## 43' HANS CHRISTIAN CUTTER, 1987

Hans Christian 43 Traditional cutter with custom Mark II interior (Pullman berth & two heads) Kohler generator, watermaker, radar, SSB radio, plumbed & wired for washer/dryer, numerous sails, redundant heavy-duty ground tackle, etc...The HC 43T is consistently ranked among the world's finest cruising sailboats and you'll not find a finer example afloat.

**Reduced to \$219,000**

**REDUCED**

See at yachtworld.com/marottayachts



## CATALINA 270 LE, 1993

This boat shows AS NEW, but for many thousands less! Full batten main with Dutchman flaking, 130 jib with Hood roller furler, H/C pressure water, propane stove/oven. One-piece molded head/shower. Perkins 18hp diesel with 260 hours, all maintenance records. This is the luxury edition of this model, which includes all covers, cockpit cushions, deluxe fabric, custom curtains, etc.

**Reduced to \$34,500**

**NEW LISTING**

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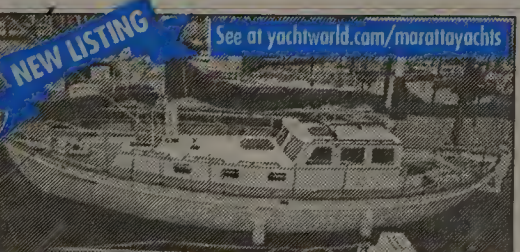


## 37' TAYANA, 1979

Robert Perry-designed double-ender is in fine shape and lying in transferable Sausalito YH slip. Very spacious down below, 6'5" headroom. All amenities including diesel heat, 50 hp Perkins diesel. Full keel, 22k displacement. All lines lead aft, running rigging, standing rigging and canvas replaced. Solid cruising boat at an attractive price. **\$79,000**

**NEW LISTING**

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## 38' INGRID Pilothouse Cutter, 1995

Lovely carvel-planked pilothouse ketch is literally new. She was commissioned/launched just last month. All equipment is practically zero time: brand new sails, running rigging, sail covers, electronics, interior, teak decks, etc... Less than 20 hours on diesel engine. Charming and sea-kindly, this yacht is a must-see for anyone who appreciates traditional lines and character. **\$99,500**

See at yachtworld.com/marottayachts



## CATALINA 27, 1990

Very clean example of this popular Bay sailer. This particular vessel has been extensively updated over the last year: new head sail, new main sail, new roller furler, new isinglass in dodger, new head, new Dutchman system for main. Universal diesel with low hours. Sausalito slip can transfer. **\$26,000**

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## TASWELL 43, 1992

Center Cockpit Cutter with pages of cruising gear and a layout which affords luxury and liveability. Outstanding condition and turnkey.

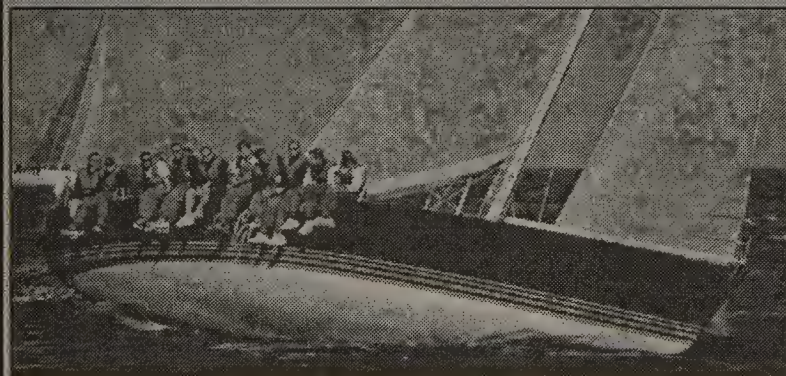
John Baier



## VAGABOND 43, 1988

Originally built for Mickelson Yachts this center cockpit sloop is ready to cruise. 60 hp Yanmar, radar, plotter, GPS, autopilot, heat, solar, master queen aft and double froward. New upholstery. Meticulous varnish. Lying in Morro Bay.

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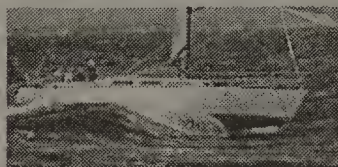
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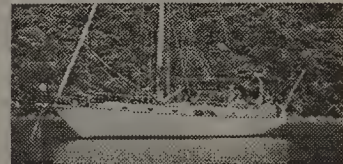
**Santa Cruz 40.** Santa Cruz 40. Best racer/cruiser Go fast and have fun too. 2 from \$84,500



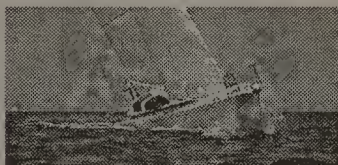
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**50 foot Gulfstar** Two stateroom, two head, center cockpit. Extensive cruising equipment in excellent condition. Lying New Zealand. \$159,000



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(Full details of each boat available in Brokerage Section of our web site)

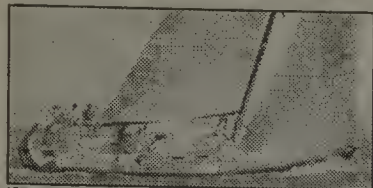
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'97 Sprint 50 Performance cruiser with large owners' stateroom, teak and holly cabin sole, large galley and navstation. Full set of new Quantum sails, new paint on deck, carbon mast and boom. Located in Newport Beach. Exclusive Listing. ASKING \$375,000.



'85 Santa Cruz 40 Custom transom step, wheel, roller furling, dodger, custom interior, refrigeration, B&G sailing instruments, running rigging replaced 1999. Perfect performance cruiser. You have to see it. ASKING \$119,000.



'94 Mumm 36 Built by Cookson, Yanmar diesel w/sail drive, B&G sailing instruments, GPS, full North sail inventory, faired bottom, perfect boat for racing. You won't find a better maintained boat. Located in Newport Beach. ASKING \$105,000.



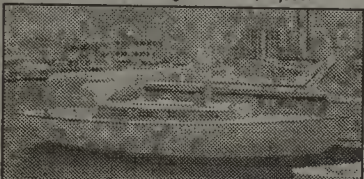
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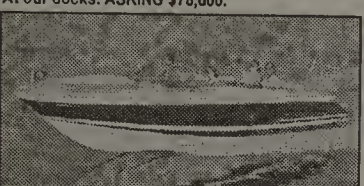
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'00 Bravura Sportster 29 Perfect boat for top PHRF & club racing w/enough room to keep the family happy at the Island. Lewmar winches, hardware by Harken, all new E/P sails. Located at our docks in Newport Beach. Exclusive Listing. ASKING \$89,000.



1958 Lapworth 36 Perfect condition, completely restored, new everything, new main & jib, new rigging & running rigging, GPS plotter, Robertson AP, inverter, TV/VCR. If I were to give a boat a 10 this would be it. At our docks. ASKING \$78,000.



'01 Chris Craft Launch 25 & 22 the perfect sailboat tender! Duo-prop, choice of 280hp or 315hp Volvo Penta stern drives, classic flare, entertainment center with wet bar, transom hatch, transom shower, custom trailers. At our docks. FROM \$40,000.

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Hunter	336	Augusto	Coribbeon	1995	\$49,000
Beneteau	Oceanis 350	Ortanca	Turkey	1989	\$38,400
Beneteau	Oceanis 351	Sea Yo	Caribbean	1996	\$62,000
J-boat	J120	3rd Wish	Caribbean	1998	\$189,000
Jeanneau	Sun Odyssey 37.1	Moonsilver	Turkey	1995	\$72,500
Beneteau	Oceanis 400	Armaje V	Caribbean	1995	\$95,600
Beneteau	Oceanis 40CC	Thero	Coribbeon	1996	\$101,400
Hunter	40.5	Prelude	Caribbean	1995	\$97,000
Beneteau	Oceanis 44CC	Lady Dorothy 11	Caribbean	1996	\$139,900
Beneteau	Oceanis 440	King's Lake	Cuba	1991	\$88,400
Jeanneau	Sun Odyssey 45.1	Mamma Babs	Caribbean	1996	\$220,000
Gibert	Gib'Sea 472	Adora Stor	Coribbeon	1994	\$101,400
Beneteau	Oceanis 510	Le Lotai	S. France	1992	\$159,400
Sundeer	Sundeer 60	Sundeer	Fl Lauderdale	1995	\$635,000
Wauquiez	Centurion 61	Meaculpa	Caribbean	1994	\$660,000
CMN	CMN 142	Friday Star	S. France	1994	\$3,654,600

## CATAMARANS

JTA	Lagoon 42	Harris Star	Croatia	1994	\$149,300
Wauquiez	Kranos 45	Kuatro	Caribbean	1995	\$287,000

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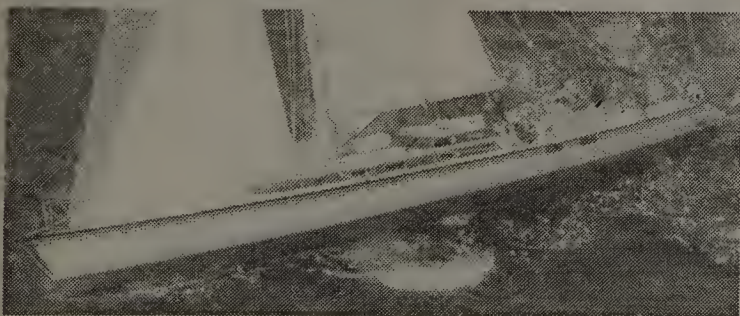
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1984 Tom Wylie MacGregor 65 conversion, strengthened hull, new specially designed mast & keel, integral swimsteps, modified interior ..... \$169,500

*We are your MacGregor 65 experts. We sold four last year and the broker at Heritage, Capt. Don Ross, used to deliver these boats all over the world for the factory. Please call us if you have any questions about MacGregor 65s.*

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**32' FUJI KETCH, '77.** Pisces diesel rebuilt '96. New rigging.  
New prop shaft & cutlass bearing. Topsides repainted & new  
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**\$42,000.**  
Also: Fuji 35, '74, \$55,000.



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**51' BENETEAU CUTTER, '86.** German Frers design.  
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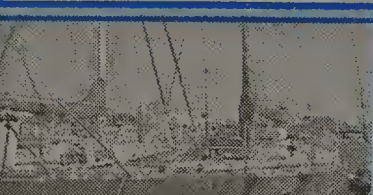
**36' ISLANDER FREEPORT, '79.** Bob Perry  
Design, great layout. Two to choose from.  
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**43' SPINDRIFT, '81.** Pilothouse. 3 staterooms. Ex-  
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**44' LAFITTE, '81**  
Perkins 4-108 with 600 hours. Mast and boom  
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79' CANOE KETCH	23	249,000	36' ISLANDER F/PORT	79	45,000	26' ERICSON	88	28,000	
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57' CHINESE JUNK	71	159,000	36' COLUMBIA	70	25,900	25' CATALINA w/slp	99	30,000	
51' CUSTOM CUTTER	86	139,900	35' RAFIKI	79	65,000	25' CORONADO*	63	3,500	
51' BENETEAU	86	215,000	35' RAFIKI	80	59,000	22' CAPE DORY	86	9,800	
51' FORMOSA	81	139,000	35' ROBB	63	45,000				
48' C&C	80	159,000	35' ENDURANCE*	77	59,900	<b>POWER</b>			
47' GULFSTAR	79	169,000	35' SPENCER	65	39,900	51' BAGLIETTO		99,000	
47' OLYMPIC, SD	78	145,000	35' CHRIS CRAFT	65	45,000	50' STEPHENS	65	135,000	
46' SPINDRIFT	83	282,500	35' FUJI	74	55,000	48' CHRIS CRAFT	50	98,000	
46' KELLY PETERSON	83	198,000	34' OPUS MKII	83	55,000	47' FANTAIL	(12)	25,000	
46' ERICSON	73	89,000	34' TRUE NORTH	78	49,000	46' CHRIS CRAFT	63	74,500	
46' SEA STAR	86	169,000	34' HUNTER	85	45,000	43' HATTERAS	80	185,000	
44' LAFITTE	81	150,000	33' CHEOY LEE	75	39,500	42' KHA SHING FB	84	99,900	
43' SWAN	69	85,500	32' WESTSAIL	79	55,000	41' CHRIS CRAFT	84	124,900	
43' SPINDRIFT	2 from	127,000	32' FUJI	77	42,000	41' KHA SHING	81	149,000	
43' STEEL PH	88	66,000	32' SENATOR*	78	38,000	38' PT	79	112,000	
43' SLOCUM	85	185,000	31' HUNTER	85	36,000	38' CHRIS CRAFT	69	37,900	
42' GOLDEN WAVE	81	99,000	30' SANTANA	79	19,750	38' MATTHEWS	25	24,900	
41' MORGAN OI	79	79,000	30' RAWSON	65	17,500	36' COOPER	90	109,000	
41' RHODES	66	93,000	30' CHEOY LEE	66	26,000	34' EAGLE	71	32,950	
40' SLOOP WOODIE	90	75,000	30' ANGELMAN	62	32,000	33' CARVER	76	42,000	
39' CAL	79	74,000	30' HUNTER	91	46,900	32' GRAND BANKS	67	65,000	
38' ISLANDER F/PORT	85	89,500	29' GULF MS	2 from	28,000	32' BAYLINER	89	61,000	
38' ULMER ALUM.	95	95,000	28' ISLANDER	78	24,500	29' OWENS	59	12,500	
38' MORGAN	78	67,500	28' TRADEWINDS	67	24,500	28' WELLCRAFT Exp	85	29,750	
37' FISHER	77	88,000	28' BENETEAU	88	34,000	28' PENN YAN	80	34,000	
365 PEARSON	77	47,000	27' ERICSON	73	8,500	23' COBALT	89	18,000	
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**47' GULFSTAR SAILMASTER, '79.** Shows excep-  
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**51' FORMOSA, '81.** Wonderful cruising boat  
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**42' GOLDEN WAVE, '82.** Perkins 4-108 w/500  
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**32' WESTSAIL, '79.** Launched '85. Yanmar dsl. Aries  
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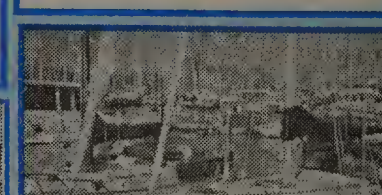
**34' TRUE NORTH, '78.** Ston Huntingford design.  
Great liveboard/cruiser. Self steering, rodor. **\$49,999.**



**48' C&C LANDFALL, '80.** Three cabin layout. Engine  
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Vessel hoists out of San Diego. **\$159,000.**



**43' SLOCUM CUTTER, '85.** Excellent condition.  
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**\$185,000.**



**46' SPINDRIFT, 1983**  
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**\$282,500.**

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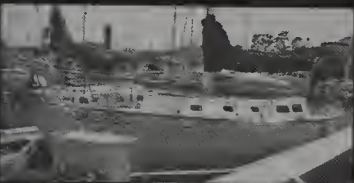
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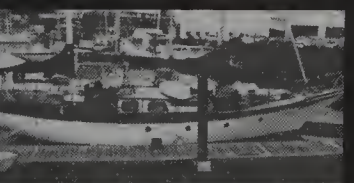
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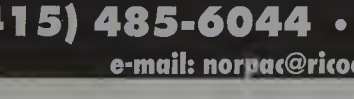
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**26' CLASSIC MOTOR LAUNCH** is well known and well loved on SF Bay. Dsl., excellent condition & loaded with chorm & more! Asking \$25,000.

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**44' CROCKER SEA DAWN KETCH.** 36' LOD. Dsl, whl, refastened, teak decks. Great moster marinor windjammer. 1940. Asking \$35,000.



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**37' ISLANDER** Just commissioned NEW BOAT! Built '86 & never launched. Diesel, dual steering stations, oll gloss. GREAT BUY. Asking \$84,500.



**66' on deck THORNYCROFT KETCH.** Classic '23 English yacht. Copper riveted mahog. on oak, dsl., lead, stunning traditional English decor below. Must see! Asking \$249,000.

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54' SCHOONER, classic, '29 by Perkins Teak & copper ... 375,000  
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46' CAL 2-46 ketch. Center cockpit, dsl, extro clean, roller furl, great cruiser ... Asking \$119,000  
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42' SCHOONER, Winslow/Blanchard. Very nice, rebuilt '94 ... 142,000  
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41' CORONAOD, cent. cockpit, dsl, roller furl, roomy cruiser in v. nice shape, cruise/live ... 49,500  
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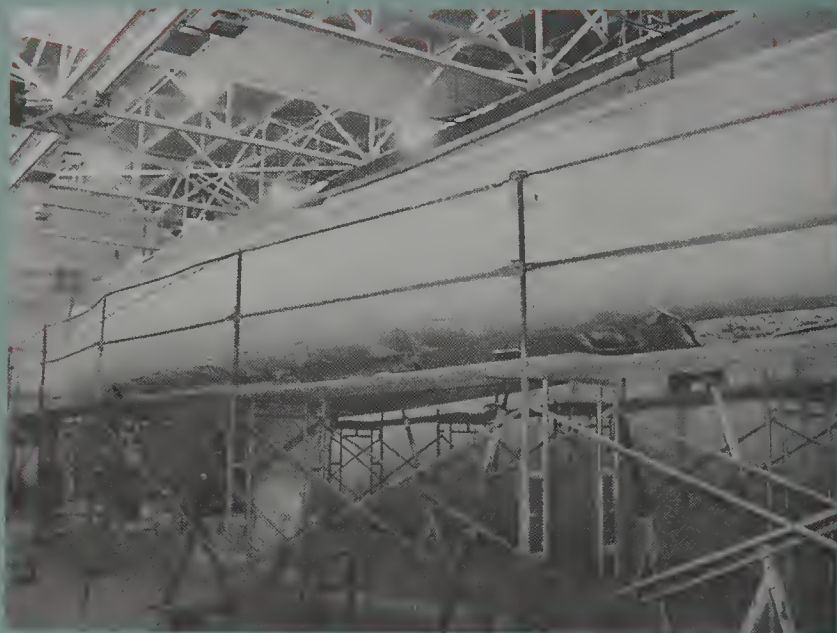
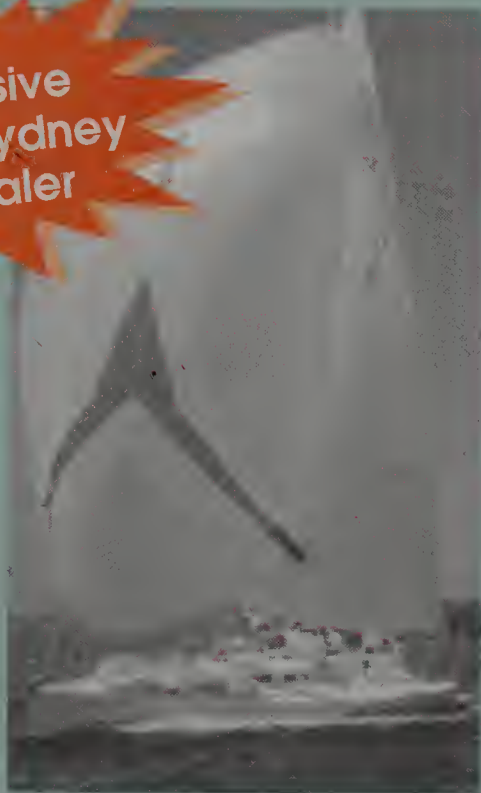


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